"All the News That's Fit to Print."

The New York Times.

THE WEATHER
Fair to-day; fair, warmer to-morrow; moderate northwest winds, becoming variable.
For full weather report see Page 13.

VOL. LXIII...NO. 20,352. NEW YORK, TUESDAY, OCTOBER 14, 1913.—TWENTY PAGES. ONE CENT In Greater New York, Jersey City, and Newark, TWO CENTS. Elsewhere, TWO CENTS.

BRAVED DEATH TO SAVE THOSE ON BLAZING SHIP

Boat Crews from the Rescuing Fleet Knew Their Danger and Faced It.

FULL STORY NOW TOLD

Carmania Passenger Describes the Thrilling Fight to Reach the Volturno.

CAPT. BARR IN COMMAND

First to Send Call for Oil Ship to Rush with One Weapon to Beat the Storm.

SURVIVORS HERE TO-DAY

Kurfuerst and Kroonland Nearing Port — Former Members of Volturno Crew Say Fire-Fighting Apparatus Was Bad.

Special Cable to THE NEW YORK TIMES.

LONDON, Tuesday, Oct. 14.—Impressive tributes to the skill of the officers and the bravery of the men of the international fleet of steamers which rushed to the aid of the Volturno, afire in midocean, are paid by the passengers of the Cunard Line steamship Carmania, many of whom arrived in London last evening from Fishguard where the vessel touched in the afternoon on her way to Liverpool.

C. F. Hart tells in The Daily Mail this morning a narrative of the disaster from the beginning. He says:

"The first intimation of the disaster reached the Carmania at 8:10 A. M., Thursday in mid-Atlantic. At that hour the assistant wireless operator on duty received a message from the Volturno and ran to the chief operator, who was abed, saying:

'There is some fellow says his ship is on fire. You better get on to him and see what he wants.'

"The chief operator jumped out of bed and in his night clothes ran to the wireless apparatus. As soon as he got there he heard the Volturno's call 'S. O. S.'

"Immediately afterward a call from the Seydlitz came in, obscuring the message. The Carmania's operator told the Seydlitz to stand off. He then asked for and received the Volturno's position. Having got this he sent the message to the Carmania's captain, who hurried to the bridge. He also sent to the Seydlitz, giving her the position of the Volturno.

"My own bedroom steward woke me up and told me what had happened. The moment I got on deck I was conscious that it was something serious. The ship's speed had increased and she was plunging her nose into the terrific seas. Great waves tumbled right across the bows and swept her from end to end. Her speed, as she went dead ahead into the storm, made her tremble.

"I heard afterward that as soon as Capt. Barr learned what the matter was he told the engineer to put on extra stokers. The engineer went to his men and said:

"'Boys, there is a ship burning and we are going to try to get her and save her people. Get down on double watch.'

"The stokers literally fell over one another in their anxiety to get to the furnaces and boiler-room. The chief engineer said he never saw anything so smart in his life as the way the men got to work.

News Thrills the Passengers.

"The news of the race for life soon became known, and the passengers crowded up on the deck, in spite of the drenching seas, to scan the horizon. At this time a heavy rain and a huge gale of wind were adding to the tumult of the sea.

"The Captain sent a wireless message to the Volturno saying that he expected to be up with her at 6 o'clock and asking if the fire was under control.

"The Volturno's Captain replied: 'No.'

"Capt. Barr then asked if there was a possibility of their geeting the fire out.

"The Volturno's Captain replied:

"'I am afraid not, but am trying hard.'

"He added that some boats had been smashed in launching, but two had got away, and he asked the Carmania to look out for them.

"During the morning the Carmania's wireless room was busily at work sending out messages to all the ships that they could pick up, telling them to hurry to the Volturno.

"Messages came at intervals from the Volturno explaining the progress of the fire, but there was no such

Continued on Page 4.

Grosser Kurfürst Tells The Times Of Heroic Rescues From the Volturno.

By Wireless Telegraph to The New York Times.

ON BOARD STEAMSHIP GROSSER KURFURST, VIA SABLE ISLAND, Oct. 13.—Last Thursday morning at 8 o'clock the wireless operators on this vessel picked up the distress signal of the Uranium liner steamer Volturno, which was on fire, and asked several times for her exact position, which was at last stated by the Seydlitz, also going to the rescue.

We found the Volturno at 4 o'clock in the afternoon, twenty-four miles from the position that had been given. We at once tried to launch boats, but found the sea was too high, although there were plenty of volunteers who were ready to go.

After dark the Volturno put her last boat into water with Second Officer Lloyd and four men, and asked us to pick it up. The men were hardly safe on board when the boat sank.

Second Officer Lloyd thought it was safer not to launch boats before the sea went down or until daybreak. He thought the fire would be kept under control until daybreak.

Lloyd came at Capt. Inch's request to make arrangements with Capt. Spangenberg for the rescue. He was absolutely worn out and somewhat injured by fighting the flames and doing other heroic work, and had to be put under the doctor's care.

The Grosser Kurfürst kept close to the Volturno, ready to launch boats whenever it was possible.

Gets Rescue Boats Away.

At 9 o'clock in the evening there was a heavy explosion on board the burning vessel, which set the entire fore part afire.

We at once lowered away two boats, commanded by the second and third officers.

The first boat came back at 11 o'clock with twenty-one persons rescued. It left again with the fourth officer and a fresh crew.

The second boat did not come back to the Grosser Kurfürst until 2:30 in the morning, having eleven of the Volturno survivors aboard. They had fought for three hours to reach the Kurfürst, and were constantly in great peril.

At about this time we received a wireless message from the Seydlitz: "Don't send any more boats. The people won't come off."

The third boat returned to the ship at 3:45 o'clock. They had been able to save nobody. They lost their lantern, and after using up all their signal lights were nearly run down by manoeuvring steamers.

They remained an hour and a half alongside the burning vessel, but no one came off. Afterward they went looking for the lost boats of the Volturno, but had no success.

Heroic Work by the Crews.

At daybreak we again manoeuvred the ship close to the Volturno. As the sea was going down we put off two boats and saved sixty-eight more.

A third boat which was sent out came back without any because all on board the Volturno had been rescued. This was just in time, as the flames had spread all over the ship.

Altogether we saved 195 from the Volturno.

At 8:30 o'clock in the morning we proceeded on our voyage, still keeping a lookout for the lost boats of the Volturno.

The boat crews of the Grosser Kurfürst performed many heroic deeds during the night in the midst of the darkness, a heavy sea, and a troublesome swell.

The manoeuvring of the steamship and small boats was attended with great difficulty and danger, because too many craft were gathered together within a small area.

We left the wrecks behind in 48.25 north latitude, 34.41 west longitude.

The above message bore no signature. THE TIMES sent to several persons on the Grosser Kurfuerst for accounts of the disaster, and therefore has no clue to the sender's identity.

CAPT. BARR TELLS HIS STORY TO TIMES

Boats, Lines, and Rafts Useless in Heavy Sea When Carmania Reached Scene.

SEARCHLIGHTS GREAT AID

Stood to Windward of Burning Ship in Order to Save Gallant Rescuers.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LIVERPOOL, Tuesday, Oct. 14.—Capt. Barr gave to THE NEW YORK TIMES on his arrival at Liverpool this morning, a graphic story of the desperate rescue efforts made by the Carmania at the burning of the Volturno. He told his story quietly, without the slightest suspicion of emotion. For more than twenty-four hours he stood on the bridge of the Carmania assisting in the operations as eleven international vessels assembled.

"Let me tell you," he said, "I was really never directing the operations. I took up a position to the windward of the Volturno, so that her boats, when lowered, and her pasesngers, when struggling in the water, would naturally drift toward the Carmania. I suppose that, being in this position, and again because I used the searchlight continuously throughout the night, I was really directing affairs, but do not imagine that I, a seaman, would dare give any orders to other seamen in charge of other ships.

"I have the greatest opinion of every Captain's qualities, and must say now that all the Captains who joined be in our sustained but perhaps vain efforts to save the Volturno are worthy of the greatest comemndation.

Dash in Teeth of Gale.

"At 8 o'clock Oct. 9 I received a message from the Volturno saying she was in distress. I made for her with all possible speed, full steam ahead. It was a dash of 70 miles or so through rough seas and in the teeth of a gale, but a little before noon I reached her and found her badly sinking by the bows.

"She was leaning forward a good deal, and all her passengers were aft. I noticed her propellers were completely out of the water, and my first problem was to get near, and, if possible, defeat the elements, though there was a northwest gale and heavy seas and continuously swamping waves.

"Before I arrived another message informed me that the Volturno had lowered several boats and that some were missing. I also heard that 500 people remained aboard and 150 had taken to the boats. It was foolish, of course, to use boats under such circumstances. The Volturno might have tried one or perhaps as many as four to see how they would fare. But this, however, is my personal opinion, for I think the boats had no chance of surviving in those waters.

"I realized this myself after I had lowered my own boats in charge of the chief officer. I found that no rescue work could be done by means of boats.

"I then made a wide sweep, in order to get to windward of the burning vessel, so that all the boats that might be lowered would be borne in my direction, and also that I might pick up any struggling humanity that might at any moment be dashed into the waters.

Sought Missing Boats.

"After reviewing the situation I asked the Captain of the Volturno if he could hold the fire for a short time, so I could go ten miles to windward to search for the missing boats.

"'Yes, but don't be too long,' he replied, and so away we went. At this moment the Seydlitz, one of the rescuing ships, hove in sight. The sea was squally, and I found no trace of the boats, as I had expected.

"As I turned back another appeal came from the Volturno, and I called a consultation of all my officers, asking them to make any suggestions. I was repaid handsomely for this, for the Chief Officer immediately advocated dropping the side rafts. This was an excellent idea, and I lost no time in acting on it.

"I dropped them well under the Volturno's bows, but all my efforts were frustrated. I then made for the Volturno's stern, and came within 100 yards of her.

"She was asking for life lines and life buoys and I came to the conclusion that no line would stand the strain in those waters. At this moment the Grosser Kurfürst arrived, and I must commend her Captain for his excellent work. I had previously told the Volturno's Captain that if he had to abandon the ship I would fall upon life lines as a desperate resort.

"At 7 o'clock in the evening the inevitable explosion occurred amidships. The Volturno sent up distress rockets and more urgent appeals. The Grosser Kurfürst lowered her boats and told me to look out for them, because, as I stated previously, I had stationed myself to windward and my searchlights kept playing upon the burning ship all night long and they were responsible for a great many of the rescues effected by the other boats which were to leeward. The Kroonland was now on and she began using her boats at once.

Cries from the Sea.

"At this juncture we could hear cries from the sea, and we on our boat succeeded in rescuing a third class German passenger, whose narrative of the disaster already has appeared in the press. The Minneapolis arrived next and began lowering her boats. You may wonder, therefore, why I did not use any more of my boats, but I firmly believed that boats were of no use. Even the Kroonland, which sent out three boats, took back thirteen other boats that had been lost.

"Again I could not send out boats from my position, because I was on the windward side. By being stationed there I gave the boats the greatest confidence in executing the rescue work because they felt that whatever happened inevitably they would be driven toward my boat.

"The Minneapolis managed to get alongside the Volturno, but her Captain told us her people would not jump. Ithen told the officer in charge of this boat to make for safety. The Narragansett then arrived with a cargo of oil and again excellent work was done.

Genuine crystal pebble eyeglasses, the cool kind that never mist. SPENCER'S, now 7 Maiden Lane. —Adv.

GREAT BEAR SPRING WATER, 50c. per case of 6 glass-stoppered bottles. —Adv.

REOPEN ARGUMENT ON SULZER'S ACTS

High Court in Doubt as to Bearing of Morgenthau, Ryan, and Peck Testimony.

JUDGES HEED PRECEDENT

Reported Averse to Conviction on Acts Committed Before Taking Office.

MAY AMEND IMPEACHMENT

So as to Strengthen Article IV., Alleging Coercion—Assembly Must Act if Court Lacks Power.

Special to The New York Times.

ALBANY, Oct. 13.—Instead of deliberating on whether William Sulzer is guilty of the high crimes and misdemeanors with which he is charged, the Court of Impeachment to-night stands adjourned, awaiting arguments by the lawyers representing both sides on the admissability of the testimony of Henry Morgenthau and Duncan W. Peck, as well as that of Allan A. Ryan in less degree, as direct proof that Mr. Sulzer sought to suppress testimony affecting his conduct before the Frawley Investigating Committee, as charged in Article IV. of the impeachment, or merely as corroborative of the charges contained in Articles I. and II., which accuse Mr. Sulzer of corruptly and willfully failin gto report contributions made to his campaign, thereby violating the Corrupt Practices arct.

Reports current to-night have it that a considerable number of the Judges of the Court of Appeals are decidedly averse to creating a precedent by the conviction of the respondent on acts committed by him before he took office. Articles I., II. and VI., relating to the failure of Mr. Sulzer to file a complete report of campaign contributions with the Secretary of State and charging him with perjury in swearing that his report was full and complete and with larceny in using some of the money received for the purchase of stocks, all have to do with acts committed before Mr. Sulzer became Governor. Should these Articles, under a motion still pending, be thrown out, it is admitted by the lawyers representing the prosecution that the only Article under which a conviction could be had is Ahticle IV., to which the present holding up of the court proceedings directly relates.

Judge Miller Reopens Case.

The question was raised by Judge Miller of the Court of Appeals soon after the Court of Impeachment convened this afternoon. Judge Miller urged that counsel for both the prosecution and the defense be called upon to enter argument on whether the acts of Mr. Sulzer testified to by Mr. Morgenthau, Mr. Ryan, and Mr. Peck, the Superintendent of Public Works, had been "sufficiently charged" in the Articles of Impeachment to justify the court in considering them as the subjects of separate and independent charges, or whether the test mony in question should be considered merely as bearing on the acts charged in the articles dealing with the administration of the campaign fund and the Sulzer stock speculations.

Mr. Morgenthau testified that Mr. Sulzer called him on the long-distance telephone and asked him to be "easy" on him in his testimony and to consider as a "personal" matter the $1,000 contribution which Mr. Morgenthau had made to the Sulzer campaign fund and which Mr. Sulzer had failed to include in his sworn statement. Mr. Morgenthau replied that he could not do as requested.

Mr. Ryan testified that about a week before the Court fo Impeachment met Mr. Sulzer asked him to induce Senator Root to prevail upon William Barnes, the Republican State Chairman, to bring pressure to bear upon the Republican members of the Court of Impeachment to support Mr. Sulzer. Mr. Ryan testified also that Mr. Sulzer urged him to have De Lancey Nicoll see Tammany Leader Charles F. Murphy and have him whip the Democratic members of the court into line for the same programme. According to Mr. Ryan, Mr. Sulzer asked him to have Mr. Nicoll assure Mr. Murphy that Mr Sulzer would do "what was right."

Mr. Peck, Mr. Sulzer's own appointee, testified that he had given Mr. Sulzer a $500 contribution, and that after the Frawley Committee had begun its investigation and had sent Mr. Peck a letter urging him to tell of any contribution he might have made to the Sulzer campaign, he went to Mr. Sulzer and asked him what to do if he were called upon to testify.

"Do as I shall do, deny it," Mr. Peck quoted Mr. Sulzer as saying. Mr. Peck called Mr. Sulzer's attention to the fact that probably he would be under oath. Then Mr. Sulzer, according to Mr. Peck's testimony, said: "That's nothing; forget it."

Private Consultation.

Senate Leader Robert F. Wagner moved that the High Court go into private consultation to consider the question brought up by Judge Miller. For an hour and twenty minutes the court deliberated behind closed doors. Then by unanimous vote it was decided to give the lawyers another hearing along the lines Judge Miller had suggested. The presentation of these arguments will be begun when the High Court convenes at 11:30 A.M. to-morrow. Edgar Truman Brackett and John B. Stanchfield will make the argument for the Managers of Impeachment, while Lindy Herrick and Lou's Marshall will argue for the respondent.

It was admitted to-night by the Managers that the action of the court had injected a new element of uncertainty and that it came as a surprise to them. As a result, a distinct feeling of apprehension was apparent in the anti-Sulzer camp.

It is not regarded as improbable that the final decree of the court will be delayed beyond the present week. There was even talk to-night of calling the Assembly together again to amend the Articles of Impeachment, unless the court should decide that it had power to do so sufficiently to make the charges conform with the proof adduced.

Article IV. charges Mr. Sulzer with suppressing evidence before the Frawley Committee and with violation of Section 814 of the penal law in "practicing deceit and fraud and using threats and menaces with intent to prevent the committee and the people of the State of New York from procuring the attendance and testimony of certain witnesses, to-wit: Louis A. Sarecky, Frederick L. Colwell and Melville B. Fuller and all other persons."

A Nice Legal Question.

It has been argued by the lawyers representing the managers that the term, "and all other persons" left leeway to connect the testimony of Mr. Morgenthau and Mr. Peck with the

Continued on Page 8.

AVIATORS, BRAVING GALE, CIRCLE MANHATTAN IN TIMES AERIAL DERBY LUCKEY WINS, NILES 2ND, WOOD 3RD

Copyright American Press Association.

W. S. Luckey, Winner of The Times's Aerial Derby

Photographed in the 100 H. P. Curtiss Biplane in Which He Flew in the Race.

Vast Crowds Watch Fliers Race In 43-Mile Wind.

FIVE MEN IN CONTEST

Luckey in His Biplane Covers 60-Mile Course in 52 Minutes and 54 Seconds.

NUMBED BY BITTER COLD

Contestants Tell of Racking Experiences in Battle for Times $2,250 in Prizes.

AVIATION HISTORY MADE

Conquest of Hostile Weather Conditions Marks New Step in the Progress of Flying.

START FROM STATEN ISLAND

Craft In Three Rivers Sound Continuous Salute—Judges Announce the Awards.

Under a clouded sky and in a northwest wind blowing 43 miles an hour THE NEW YORK TIMES American Aerial Derby was flown in perfect safety yesterday afternoon. It was flown under weather conditions which would have made the race impossible a year ago, and which did deter some of the fliers from leaving the ground. The course was around Manhattan, and the race was the feature event of the meet of the Aeronautical Society, held yesterday at the aviation park at Oakwood Heights, Staten Island, in commemoration of the first successful flight of the late Wilbur Wright in a power-driven aeroplane ten years ago.

Five aviators made the flight and got away from the Staten Island field at two-minute intervals. The starts were perfect, and each entrant was in place on the line when the first aeroplane was sent away. Each man set his motor humming and sped aloft as the signal gun was fired. It was practically a dead start, for the time was taken from the minute the wheels of the machine began to revolve.

The first man to travel over the course and to arrive at the aerodrome was W. S. Luckey, in a 100 horse power Curtiss biplane. He was No. 7, and started third, getting away at 3:33:18 P. M. He crossed the finishing line at 4:26:12 P. M. His time in the air was 52 minutes and 54 seconds. The second to complete the course was Frank Niles, No. 8, in another Curtiss biplane. He left the field at 3:34:08 P. M. and crossed the finish line at 4:29:03 P. M. His elapsed time was 54 minutes and 55 seconds. The third man to come hurtling through the air was No. 1, C. Murvin Wood, the Moisant flier, in a military scout monoplane. He started at 3:31 P. M. and finished at 4:29:19, his time being 58 minutes and 19 seconds. The last two to finish were Tony Jannus, No. 9, in a seventy horse power Benouist tractor biplane, and J. Guy Gilpatric, No. 2, in an eighty horse power Sloane-Deperdussin monoplane.

A striking feature of the flight was that the contestants, bound by the rule requiring them to maintain a minimum height of 2,000 feet, flew so high that watchers on Riverside Drive, waiting to see them on their way down the Hudson, could look across the city and see them flying northward above the East River.

Not only could the flyers be seen through the entire course of the aerial derby from roofs in all parts of the city, but persons standing in the streets could see them through every cross street open to the East River and to the Hudson.

Judges Announce Award.

During the race the telephone connection between the field and the points of control was interrupted, and the judges announced that no official announcement of the winners would be made until it was positively known that there had been no cutting of corners.

The judges held a conference last night, and at 1:30 o'clock this morning announced their awards of $1,000 first prize, $750 second prize, and $500 third prize, all offered by THE NEW YORK TIMES. To Luckey goes the $1,000. Niles gets the second prize and Wood the third.

The decision of the judges was announced by W. J. Hammer of the Aeronautical Society.

"The awards will stand as recorded," he said. The records of the observers have been examined and they are found to check up. Every contestant passed over the entire course, as proscribed by the rules."

Three silver cups, offered by the Aeronautical Society, will also go to the prize-winning fliers.

The one note of sadness was the uncertainty over the fate of Albert J. Jewel, who started out from the Hempstead Plains aviation field on Staten Island in his areoplane in the early morning. He was to have been a contestant in the Derby and his flight across the bay from Long Island came after several weeks of preparation for The New York Times Derby. He left the Long Island field without trouble and soared into the air to be lost to view just as he headed his aeroplane toward Oakwood Heights field. Since then no word has come from him. It is believed that his machine fell and that he was drowned.

No race was ever witnessed by more persons and no race was ever started with less trouble than was the Derby. Five thousand persons upon the Oakwood Heights field saw the fliers take to

Results of The Times Aerial Derby.

Finished	Aviator.	No.	Type of Machine.	Start.	Finish.	Elapsed Time.	Prize.
First	W. D. Luckey.....	7	100 h. p. Curtiss Biplane	3:33:18	4:26:12	52:54	$1,000
Second	Frank Niles	8	100 h. p. Curtiss Biplane	3:34:08	4:29:03	54:55	750
Third	C. Murvin Wood..	1	80 h. p. Moisant Monoplane.....	3:31:00	4:29:19	58:19	500
Fourth	J. Guy Gilpatric..	2	80 h. p. Sloane-Deperdussin Monoplane.	3:32:00 2-5	4:41:22 1:09:06 2-5		...
Fifth	Tony Jannus		75 h. p. Benonist Biplane	3:36:05	4:50:02 1:14:07		...

Wind velocity 43 miles an hour.

FEAR LOST AIRMAN WAS BLOWN TO SEA

No Trace of Albert J. Jewel Since He Flew from Hempstead Yesterday Morning.

STARTED FOR RACE MEET

Across Jamaica Bay and Lower Bay to Staten Island—Ships Warned by Wireless to Keep Watch.

Albert J. Jewel, a young aviator, who was to have flown a Moisant monoplane as No. 14 in THE NEW YORK TIMES Aerial Derby yesterday afternoon, started to fly from the Hempstead Plains aviation field on Long Island to the Oakwood Heights field, Staten Island, yesterday morning, but he did not reach his destination, and last night all trace of him was lost. So far as could be learned no one knew what became of him after he disappeared from the view of those who watched him leave Hempstead Plains sailing rapidly southwest, and it was feared by many that he had met with some serious mishap. It was variously conjectured that he had been lost in the marshes of Jamaica Bay or had been carried out to sea by the strong northwest wind somewhere between Rockaway Point and Atlantic Highlands.

Up to a late hour last night he had not been seen since about 8 o'clock yesterday morning, when he was over the Belmont Park race track. Word of Jewel's disappearance was flashed by wireless by THE TIMES last night to all incoming and outgoing steamers, and the Captains were asked to keep a watch for him.

Jewel had intended to fly from Hempstead Plains to the place of the meet on Staten Island on Sunday, when C. Murvin Wood made the trip and Capt. Walb attempted it, but at the last moment, after he had taken his machine out of the hangar, he abandoned the idea, saying that his engine, a brand-new eighty horse power Nome motor, needed a little "tuning up" and that he would make the flight yesterday morning.

On Sunday night he told friends that he had tested the motor, and that it was running excellently. He promised to make an early start yesterday and was very confident that he would reach Staten Island in safety. He even boasted that he would win The Times Derby, or at least finish close to the winner. He was jubilant over the prospects of the race and the condition of his machine. The fact that he had never been up in the air with his new motor did not seem to worry him in the slightest.

Got a Good Start.

Jewel left his boarding house in Hempstead with G. H. La Pointe, his landlord, at 6 o'clock yesterday morning and went to the Hempstead Plains aviation field, where he met Alfred Heinrichs, another aviator, who was to start him. Heinrichs said last night that all the preparations for the start went smoothly, and that Jewel rose in the air shortly after arriving on the field. Before he left Heinrichs cautioned him about the new motor, but the young aviator expressed perfect confidence, saying that both his engine and monoplane were reliable, and that, should any mishap occur, he could glide with no blades turning for two miles and a half, a distance sufficient to enable him to land in safety.

With his friends, other aviators, and a group of soldiers at the Hempstead Plains encampment watching, Jewel rose about 500 feet in the air and turned southwest. He sailed along without any appearance of difficulty, and in a short time faded out of sight over the Belmont Park race track, which was in the direction he intended to take. That was the last seen or heard of him.

He said before he left that he would fly over Jamaica and Jamaica Bay, across Brooklyn and Coney Island, then over the Narrows to Staten Island, where he would land at Oakwood Heights. Points along this route and miles on either side of it were telephoned and visited yesterday afternoon and last night by many searching for him anxiously, but no word of him was obtained.

Since Jewel disappeared from the view of those at Hempstead Plains he has been lost as completely as if he had evaporated into air. His death by drowning in Jamaica Bay or far out to sea is greatly feared, as it is said he cannot swim.

Albert J. Jewel is only 27 years old and has been an aviator less than a year. Formerly he was a mechanic, and part of his self-confidence in the air was due to his knowledge of machinery and engines and his ability to act quickly with them in an emergency. He obtained his license to fly from the Aero Club six months ago, using then the name of "Sidney Gordon," because, he said, he did not want his wife to worry when he made flights. Later, however, he told his family of his work and assumed his right name in flying.

Made Only Short Flights.

Although he has never made a flight of more than an hour's duration, he was recognized as a competent airman almost from the start, and a short time ago he was appointed an instructor in the Moisant Aviation School and provided with a Blériot type Moisant monoplane with brown wings and a white tail, the machine in which he flew away yesterday morning. He was very popular at the Hempstead Plains field, and was generally regarded by the other aviators as a "sure comer" in aviation. The aviators on the field tried to dissuade him from flying to Staten Island, however, because they knew that he had never made a long cross-country flight, and they feared that the strong wind was too great a difficulty for a beginner. But he could not be moved in his intentions, and said to those cautioning him:

"I've promised many of my friends that I would try for this prize, and I can't disappoint them. You know I was born on Staten Island and hundreds of my friends will be on hand to root for me. I'll be all right, boys, don't you worry about me."

With these words and a promise to telephone the aviators as soon as he landed on Staten Island, the young aviator was away. As the day wore on and no telephone message came from him, his friends at Hempstead began to worry. They telephoned to Oakwood Heights and learned that he had not arrived, and their anxiety was greatly increased.

Later in the afternoon, when it was certain that something had gone wrong, the search for him was begun. Many sections of Jamaica, Brooklyn, Coney Island, Rockaway, Far Rockaway, and other places were reached by the telephone or visited.

Mrs. Jewel, the aviator's young wife, was distracted last night. She left Hempstead Plains Sunday with her three-year-old daughter Dorothy and Mrs. G. H. La Pointe, and went to her mother's home on Staten Island, thinking that her husband would fly from Hempstead to Oakwood Heights the same day, and that she would see him start in the race yesterday. Her mother, Mrs. Cary, living at 3,002 Richmond Place, Mariners' Harbor, Staten Island, and Mrs. Jewel stayed there last night.

None of the officers of the Moisant School could be found last night, but it was said that some of them had joined in the search for Jewel. When no word of him was received late in the night, the faint hope that he had fallen into the sea and had been picked up by a passing ship or boat was abandoned, for all felt certain that in such an event the missing aviator would have been landed in a few hours or would have sent a wireles message to some one.

WHY OTHERS DIDN'T START.

Machines Unfit, Not Ready or Not Arrived—One Ruled Out.

Halden von Fligyalmessy, who was one of the entries, was disappointed when he was forbidden by the judges to attempt the flight in a sixty horsepower Williams tractor biplane. The machine had been in hard service and was considered unsafe for the flight.

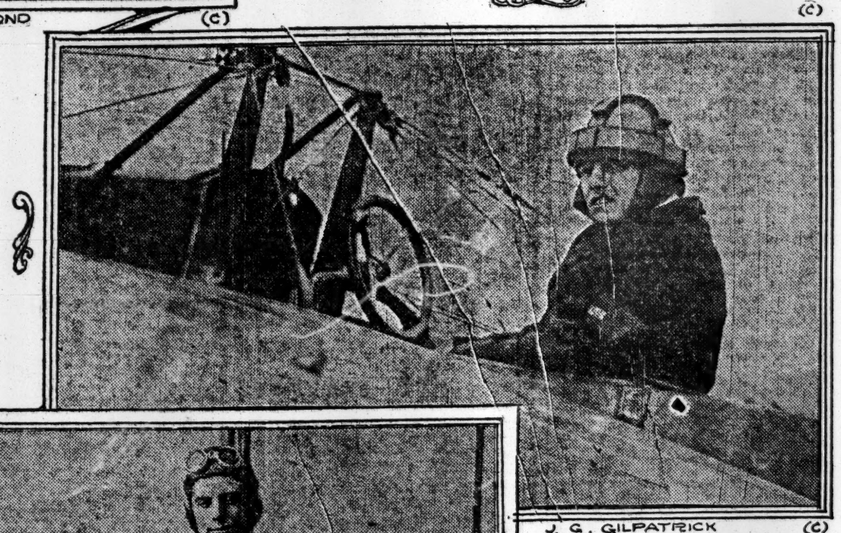
The other six entries had also to be withdrawn. Allen Adams was about to start his 80-horsepower Sloane-Deperdussin monoplane when the machinery went wrong. Frank Burnside had similar trouble with his 60-horsepower Thomas biplane. Ray Benedict, who sent his machine to the field the night before, arriving at 10 o'clock, was unable to assemble and test it in time for the race. Arch Freeman was unable to get a Wright machine, which he expected to have ready on time. Harold Kantner also was unable to get the Moisant monoplane, and Frank Fitzsimmons, who was a doubtful starter, did not show up. Albert Jewel, as already reported, did not reach the field in his flight from Hempstead.

HEAVY GALE BENUMBS AVIATORS AS THEY SPEED AROUND MANHATTAN

Airmen Who Fought With Luckey to Win The Times's Aerial Derby

FRANK NILES WHO WINS SECOND PRIZE. (PHOTO BY AMERICAN PRESS ASS'N) (C)

C. MURVIN WOOD WHO WAS THIRD (C)



J. G. GILPATRICK (C) (PHOTO BY PAUL THOMPSON)

TONY JANNUS (C) (PHOTOS BY UNDERWOOD & UNDERWOOD)

the air in a graceful run across the field. Beyond the limits of the field almost as many more persons watched them depart. Along the shores of Staten Island, on the great field at Governors Island, along the South Brooklyn shore, and from the vantage point of Owl's Head Bluff, in Manhattan parks, from the bridges, from Riverside Drive, and from the Palisades and river craft hundreds of thousands of spectators watched the aerial racers as they combated adverse winds and circled about the island.

From the rivers a multitude gazed upward from launch and steamship, and as the aeroplanes passed they were greeted by a continuous salute of siren and whistle, which, while unheard by the men in the clouds, was none the less enthusiastic.

Aviation History Made.

The aviators and the officers of the Aeronautical Society said that aeronautical history was made yesterday and the race under the weather conditions which prevailed emphasized perhaps better than anything else could have done the progress that had been made in the ten years since on Dec. 17, 1903, at Kitty Hawk, N. C., Wilbur Wright flew 852 feet, demonstrating for the first time that aeroplanes could be guided by power and control.

It was a "hilly" course over which the aviators flew and to assure success and safety it was necessary to climb to a great altitude in order to find a comparatively smooth and even wind current for traveling. As one of them said the difference in pressure made the machines bump along much like an automobile on a rough road.

In the morning three of the entrants made the preliminary flight of 1,000 feet required to qualify. Two had qualified the day before. It was believed by many until almost the last minute that others would qualify.

While a whole city full watched the daring five there was suspense on the aviation field. Would they finish? How far could they go in this wind? Had there been any news of the fliers? These were some of the many questions asked by the 5,000 at the aerodrome. On they waited until specks appeared in the air, and grew into biplane and monoplane, headed for the field. Then came the dart across the winning mark, and the circle for a landing. It was a half-frozen, exhausted, oil-covered five who were helped from their aeroplanes and assisted into the shelters of the hangars. Drawn faces, numbed hands, and eyes bloodshot under protectors showed the strain that the men had been under, and the fight they had made to finish the race. Thus they came dropping gracefully out of the clouds.

The field was poorly policed, and notwithstanding the noble efforts of the Boy Scouts, all too small for the task alloted them, the crowd surged out into the field before the events started, and it was only with much effort and an expenditure of patience that the spectators could be forced back of the lines and into the safety zone. One feature of the meet was to have been flights by Miss Ruth Law. Miss Law would not go up. She told Lee S. Burridge, founder of the Aeronautical Society, that the wind was too strong to allow her to take her machine out.

Start of The Times Race.

The band on the grand stand, so far, from the hangars that it could not be heard there, had played "Auld Lang Syne," and Tony Jannus in his Benoist tractor had gone up in the opening flight of the programme when the judges gave the order for the contestants for the Derby to place their aeroplanes on the line.

There was a rush of the crowd to the south end of the field as the big military monoplane of Wood was wheeled from the hangar. Behind it came Gilpatric's new racing machine. That woke the crowd up and then came the first general show of interest.

"The race is going to start," was the cry that went up and from all directions the spectators began to move toward the forming line of aeroplanes. Out in front and directing the mechanicians where to place the machines stood the judges.

At an improvised table to one side of the field and directly at the end of the white starting line sat members of the Timers' Club. Posed near a small but sombre-looking saluting cannon stood Thomas Davis, the starter. The men started in the order of the numbers given them, as printed in THE NEW YORK TIMES. Hugo C. Gibson, with a large stop watch, announced:

"All ready for the start!"

Wood climbed aboard his aeroplane. Gilpatric, his head covered by a heavy cork helmet, gave a final order to his mechanician. The judges retired from the path of Wood's aeroplane, and as they did so the motor started and the sweep of the wind quickly scattered the crowd in the rear.

Earle Ovington, a judge, stepped to one side and dropped his handkerchief. "Boom!" went the saluting cannon. Wood waved a hand and the men let go his aeroplane. As the propeller started to move one of the timers shouted, "Time!" and stop watches began to tick off the official time. It was 3:31 P. M. when Wood started.

Wood Shoots Into the Air.

Wood's monoplane drove straight out across the field toward the entrance gate. For about 200 feet it went bounding at express speed across the ground and then it arose in a steady climb. It seemed only a second and it was fifty feet in the air. Up, and up it soared and those who watched it noticed that it kept working over toward the west, evidently carried out of the course by the strong wind. Across the sky where it journeyed was a great bank of wind clouds. The sun had been shining at encouraging intervals, though not brightly.

As Wood went soaring into the air the crowd rushed forward regardless of the other machines on the line, and it took a little time to get them back. Then the cannon sounded again. Gilpatric gave the signal that released his machine, and it went bounding across the field in the wake of the fast disappearing Moisant. He inclined his course more toward the west and was running in the direction of the grand stand when he took to the air. With motor working without a hitch Gilpatric headed across directly toward the spot where Wood was disappearing.

Again came the rush of the crowd out on the field and again the warning shout of the officials. A young woman who decided she knew one of the aviators insisted upon remaining in her tracks. It looked as though there might be a delay, but diplomacy overcame obstinacy. This trivial incident seemed to put the crowd in good humor.

Departure of Luckey.

The next man to go was Luckey. The powerful motor of his machine had been in motion from the time Gilpatric got away and he was ready to leave on the instant the gun sounded. While the boom of the cannon still reverberated Luckey sped across the field, tilted his planes, and shot upward above the bay. The timers marked his departure at 3:33:18 P. M.

The judges and spectators turned for an instant to watch the biplane. Then, as it fairly lifted upward they turned and one of them said to Niles, who was sitting on his machine, "are you ready?" Miles nodded his head, and as he did so his mechanician turned his motor over.

"Ready?" repeated the judge, and as he called out the question the gun sounded. The man holding Niles's machine released it. It bounded forward, tearing down the field in the course of those that had preceded it, and as gracefully lifted upward, and Niles was soon climbing skyward, where three black specs marked the course of the other flyers. Niles got away at 3:34:08 P. M.

The last man to get away was Tony Jannus, who came all the way from St. Louis to take part in THE NEW YORK TIMES Aerial Derby and the revival of aviation. Jannus waved his hand rather jauntily to the judges, and when the saluting gun sounded his aeroplane glided forward, and, after a rather short run, headed upward into the wind. His official time of departure was 3:36:05.

Wood Lost to View.

As the crowd watched the last aeroplane growing smaller it tried to count those that had preceded it. The first aeroplane could not be distinguished, but two tiny black specks and a larger blotch told where the three others were fighting against the wind. It seemed to the spectators that the biplanes were flying high and the monoplanes were taking a lower course. But soon the machines became so specklike that the biplanes could not be distinguished from the monoplanes. The crowd watched for the next flier on each course and altitude, which held the higher and which the lower course. It became evident to all that the race would be flown on two distinct levels. Some began to speculate as to the reason for this. They held that the biplanes were going away up in order to coast downward at a terrific speed as a small boy with a coasting sled might do on a steep hill. They urged that the men on the higher levels had the best chance, as this long coasting opportunity would bring them out at Spuyten Duyvil ahead of those who were speeding along in a straight line.

The crowd saw one of the machines on the high level drop almost straight downward to the lower level. Many thought at first that it had become unmanageable but as it began to streak out after the leaders there were enthusiastic cheers.

Long the crowd watched and discussed the chances of the aviators while the band played unheeded tunes. It was not until the last aeroplane had become lost to view that the spectators began to think of other things than the race. There was a general movement to the refreshment tent. Here women in smart gowns, men in rain coats, mechanicians in grease-covered overalls, and officials of the society ate sausages and drank pop on terms of friendliness. The refreshment tent held an added interest for the crowd for from time to time bulletins from THE NEW YORK TIMES told of the progress of the then invisible flyers.

10,000 at Battery Park.

A crowd of 10,000 enthusiastic persons jammed the walks of Battery Park and the Battery seawall some time before the start of the race. The crowd had gathered early and it was at 3:45 P. M. when the first of the racers came into view. It was a tiny speck over the hills of Staten Island.

On and on it came, and U. S. Army officers on Governors Island, who, with their families and friends, were on the new seawall on the western edge of the island were the first to recognize the speck as an aeroplane. A minute or two later the thousands in Battery Park made the same discovery, and from then on until the last of the five machines had disappeared over the Lower Bay on the return journey the throng forgot all the discomforts of the cold wind and gave itself up to the enjoyment of the splendid spectacle.

As the aeroplanes came into view at the start of the race it was plain to all that the aviators were pointing their machines for a great altitude where the air currents were not so troublesome, the result being that when the racers passed above Governors Island it was impossible for those below to make out the numbers that indicated who the aviator was except with the use of field glasses.

As the first machine turned for the East River flight the second machine, which looked like a monoplane, seemed to those in Battery Park to be only a few yards behind it, whereas as a matter of fact, it was certainly 100 yards astern.

Clear Sky at Brooklyn Bridge.

At Brooklyn Bridge the footpath began to fill with spectators at 3 o'clock. The congestion was greatest at the Brooklyn end of the bridge, which was blocked up before the central and highest span of the structure was well filled. The lowest approach on the Manhattan side of the bridge was lined at both sides two and three deep and the second approach to the central span from the Manhattan side was comfortably filled. About one-third of the Brooklynites and one in twenty of the Manhattanites were equipped with glasses.

The sky directly over the towers of the bridge was free from clouds, which covered the heavens in all other directions with masses of mottled gray and black. On the clouds to the south people trained their field glasses to distinguish the first signs of the fliers. These they noted several minutes before tuey became visible to the naked eye. The aeroplanes seemed to skim like insects over the small blue lake of unobscured sky and then were swallowed in the dark clouds to the north.

About half the throng on the bridge departed when the clouds to the south failed to yield more than a fifth aeroplane. The remainder waited for the last aeroplane to return and pass against the western sky at the Woolworth Building, the tallest landmark of lower Manhattan. The wait occupied but little more than twenty minutes. One observer gave the time of the last machine, Jannus's biplane, passing north at 4:18 P. M. The same machine swept by the Woolworth Building going south at 4:39 P. M.

The flags on the towers of the bridge flapped vigorously in a stiff wind as the aeroplanes passed and showed that the aeroplanes were battling a strong head wind on their northward trip. One feature of the view from the Brooklyn Bridge was the apparent gains of Luckey on Gilpatric. Some observers who saw the biplane creep up on the monoplane in its voyage over the blue patch of sky in the midst of the clouds said it was only an optical illusion, because the biplane, sailing lower, merely appeared to be making faster progress than the machine higher aloft.

Too Far Out of Course.

The first four aeroplanes went over Corlears Hook Park and the Williamsburg Bridge at less than two-minute intervals. The fifth machine was seven minutes behind the others, and, at a much lower altitude, was hugging the New York shore of the river carefully. Its motor could be heard distinctly, but, as in the case of the others, its number could not be read from the ground. All of the fliers disappeared in the distance to the north still going without wavering or materially altering their altitudes.

The first machine to sail over the bridge was a biplane. It was from 3,000 to 4,000 feet in the air and keeping an even course. A minute and a half later came the next flier on

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The third and fourth machines were far out of the course over the East River and flying higher than the first two. The first was half a mile inland over Brooklyn and the second a mere speck two miles toward the east. Both came in, however, as they made the turn at Corlears Hook Park, and it could be seen that the airmen steering them were trying to get over the water. The fifth machine was the Jannus biplane, and its ribs and whirling propeller could be seen indistinctly as it went by. The whir of its blades beating the air was the first sound that the spectators on land heard from the race. It was not only lower than the others, its altitude being about 1,700 feet, but it flew closest of all to the Manhattan shore.

Big crowds in the Park and on the Williamsburg Bridge witnessed the race, and the first four aeroplanes could all be seen at one time. The majority of those gazing at the machines were children and grown-ups of the lower east side, who had never seen anything like yesterday's flying exhibition, and they watched with open mouths and almost incredulous eyes as the big black fliers soared above them.

The aviators did not appear to be disturbed by the cold, gusty wind that beat upon the spectators. While those on the earth wrapped their coats tightly around them and held their hats, the airmen appeared to be floating with ease and comfort. That their machines were so steady and flew so straight added to the wonder of those beneath them in the chilly wind.

E. W. Bonson, the watcher from the Aeronautical Society, stationed at Corlears Hook Park, recorded the altitude and time of each machine as it passed him as follows:

First, a biplane, at 3:50 P. M., 3,000 feet; second, a biplane, 3:51 P. M., 3,000 feet; third, a monoplane, 3:53 P. M., 3,000 to 4,000 feet; fourth, a monoplane, 3:54 P. M., 3,000 to 4,000 feet; fifth, a biplane, 4:01 P. M., 1,700 feet.

Where the Harlem River pours its waters into the East River and the Bronx Kills off the foot of East 125th Street, a large crowd had gathered to see the flights. All the bridges spanning the Harlem River were lined with people, and from various points of vantage along the shore and from the roofs of the taller buildings all eyes were turned expectantly toward the south. From the deck of the Mary Augusta, conspicuous among the river craft, a knot of men and women searched the sky with their glasses, eager to catch the first glimpse of the coming racers.

Shortly before 4 o'clock a distant speck was seen in the sky. It was followed by another, and then a third. At one minute after 4 o'clock the first machine, a biplane, passed by, flying directly over the set course. It was followed two minutes later by another biplane, traveling 200 yards to the west of its course until it reached the 129th Street bridge, when it swerved to the east. Three minutes later a monoplane passed, driven far to the east of the proposed course by the winds. Another monoplane, similarly blown from its course, passed three minutes after the first one. The last machine to be seen, and the only one the number of which could be distinguished, passed along the Harlem River at 4:16 o'clock. It was the Jannus biplane, No. 9. It flew two or three hundred yards to the west of the set course until it reached the 129th Street bridge, when it swerved sharply to the east.

So many residents of Washington Heights and the Bronx gathered at Washington Bridge to see the aerial derby that all traffic on the bridge was blocked and an overflow crowd made its way down the steep hillside to the Speedway, which also became blocked.

The people stood in solid masses on the bridge, preventing street cars from crossing it or automobiles from moving from the positions where the crowd surged against them, for more than three hours. Each aeroplane as it passed over, was so close to the bridge that the whir of the propellers could be heard and the numbers of the machines could be made out on the lower planes.

One old man in the crowd came in an invalid's chair. He was past 90 years of age, and said he had insisted that his son wheel him to the bridge so that he might see the first American aerial derby before he died. He had been wheeled to the bridge from his home in West 171st Street. He refused to give his name.

At Spuyten Duyvil the throngs were massed along the bluffs overlooking the creek and the footpath across the railroad tracks, while the creek itself was dotted with pleasure craft loaded to the gunwales with those who were eager to see the race. Every train from the way stations to the north brought many passengers, who chose this turning point of the course as the most advantageous spot from which to witness the contest.

Hundreds of motorists chose the heights at 198th Street and Fort Washington Avenue, near the Abbey Inn, as a parking space for their automobiles, and at 3 o'clock every available foot of space had been occupied. Scores of belated automobilists had to seek room for their cars in the grounds and driveway of the Abbey Inn, and the porch and lawn of that resort were crowded with spectators desirous of viewing the great aeroplane race.

Launches Gather to Watch Flyers.

Along the water front of the North River, between 130th and 157th Streets, hundreds of launches and other small craft were congregated near the Manhattan shore, and between 152d and 155th Streets, on Riverside Drive, on the inward curve of the west side of the boulevard, opposite Trinity Cemetery, fully 200 automobiles were parked.

Practically all places of vantage in this section of the drive had been seized as early as 1:30 in the afternoon, and it was noticed that many of the early comers who had settled themselves upon the benches had provided themselves with steamer rugs as protection against the chill winds.

Shortly before 4 o'clock a great shout signaled the fact that the first aeroplane had been seen—far in the east—moving slowly against the sky over Spuyten Duyvil. In two minutes the first flyer had been joined by two others, trailing in its wake, and five minutes afterward a second and louder cheer gave evidence that the turn had been made, and that the leader of the race was flying southward along the Hudson River. The aeroplanes seemed to ascend as they drew nearer, and all five of the contestants passed this portion of their journey at an altitude of about 2,000 feet.

In Cold Wind Watch at Grant's Tomb.

Riverside Drive near Grant's Tomb and the Viaduct accommodated the largest crowds which witnessed the race. The piers and water-front near the Fort Lee ferry slip at 129th Street were also black with spectators, and the roofs of the Columbia University dormitories showed groups of students, who were "cutting" afternoon lectures and labaratory periods in order to view the great TIMES aerial derby.

The chill winds from the northwest did not visibly daunt the enthusiasm of the crowds on Riverside Drive, which at 3 o'clock was already lined with automobiles. Everywhere field-glasses, telescopes, and opera-glasses were in evidence, and the amateur camera fiends were out in full force.

At 3:54 the first of the airships was sighted by the crowds massed around Grant's Tomb. It could be seen plainly—a speck in the distance against the black lowering clouds in the east, moving steadily northward over the East River. It was learned later that the leading aeroplane was the 100-horsepower Curtiss biplane driven by W. S. Luckey, who had taken the lead early in the race and was never headed.

A chorus of "Oh's!" and "Ah's!" from the crowd greeted the appearance of the second northbound flier in the east, which hove in sight one minute after Luckey's biplane. It was the military scout Moisant monoplane, equipped with an 80 horse power engine and driven by C. Murvin Wood, which later finished third in the race.

Wood's Monoplane in Sudden Pitch

The third aeroplane to appear was the Moisant monoplane driven by C. Murvin Wood, which was followed at a distance of two miles by a second monoplane—an 80 horse power Sloane-Depardussin, of which J. Guy Kilpatric was the pilot.

Some unknown joker, thought to be a Columbia student, a few minutes later tossed from the roof of an apartment house a huge box kite, which fell into the large vacant lot at Broadway and 122d Street. At once it was thought that one of the aviators had fallen, and the crowd rushed toward the lot. Fortunately, no one was injured in the excitement caused by the gruesome "jest."

Battery Throng Awaits End of Race

None in that great crowd at the Battery vacated his place of vantage as long as a single machine was in sight over the East River, and during the half hour or more before the machines were again sighted coming at dizzy speed south above the Hudson the crowd remained. Luckey's was the first machine sighted on the return journey. He seemed about 3,000 feet high and his course was directly above Battery Park, so that those below had a splendid view of him. Twenty-thousand eyes were focused on the machine from the moment it came into view until it faded out of sight beyond St. George.

At the hangars at Oakland Heights as the gusts of the wind were noted, while the race was in progress, a veteran airman recalled the days, when Wilbur Wright and Glen Curtiss occupied hangars on Governors Island, and both watched eagerly the flag flying above the Singer tower. So long as that flag was fluttering, even a little bit, he said, neither of the airmen would leave the ground. The gale blowing while the five airmen raced around Manhattan was registering forty-three miles an hour, and he said no aviator could possibly come back in that wind.

He quoted Wright for the opinion that a wind of twenty miles an hour was the most an aeroplane would stand, even be able to, while Curtiss had said an eight-mile wind was as much as he cared to tackle. Yet bulletins from THE NEW YORK TIMES office told the skeptic that the fliers were accomplishing a feat, which only a year or two ago would have been deemed an impossibility.

In front of the hangars the mechanicians worked on their machines apparently indifferent as to the progress of the race. Out on the field a majority of the spectators at the starting point gathered. They were far enough out so that the buildings did not obstruct their view of the aerial lane, along which it was expected the aviators would race home.

The judges stood around and discussed aviation's past and present. The time-keepers had a more mathemetical turn to their conversation, and talked in hours, minutes, and seconds. To the general crowd, however, the subject was at all times the race. It promised, as more than one man interested in aviation pointed out, a revival of aeronautics as a result of the Aeronautical Society's meet and THE NEW YORK TIMES Aerial Derby.

The bulletins kept the crowd on edge, and one by one the shouters of sure calamity became enthusiastic fans, prophesying sure and certain victory. Then came the minute when the first of the watchers caught sight of a returning racer.

Luckey Comes to Light.

"Here they come," shouted a stout man in a light overcoat, and immediately he became the centre of a surging crowd shouting:

"Where, where?"

Several seconds passed, however, before the crowd was satisfied that it was, indeed, one of the Derby contestants coming out of the northern clouds.

Even the judges refused to be led out into the field. Twice before there had been a false alarm, and they feared another mistake. But the stout man in the light coat was right. Coming like a shot from a gun was the biplane driven by Luckey.

It appeared to wobble a little as it neared Staten Island, much as does a boat breasting the surf. But still it came with incredible swiftness, gliding downward so as to pass over the finish mark in the air, as required by the rules.

As the biplane passed over the white strip lying upon the ground, one of the judges shouted "Time!" and the timers checked their watches and Luckey's official time was recorded.

As Luckey passed over the crowd and finished his downward swoop in a long upward drive, the crowd below shouted and ran waving their hats in the air. It was almost the accomplishment of the impossible, and those who but a few minutes before had been doubting that any would finish, admitted that they had made a big mistake.

Luckey circled off away to the south of the field, returning back over the field. He neared the ground evidently with the intention of making a landing, but, as conditions would not permit it, he again applied power and again circled off, returning to settle down in a long easy run. His machine simply skimmed the surface and came to a rest as easily as though it had been an automobile.

Luckey seemed to be in bad condition as his hands left the wheel. The pad which covered his chest, the heavy helmet, and the goggles over his seamed, drawn face gave him a grotesque appearance. He was so stiff from cold that he had to be assisted off his aeroplane. With two men on each side of him and another chafing his hands, he was led through the cheering, pushing crowd.

Only after he had landed did the question for the first time arise as to whether he had covered the full course. There were some who thought the elapsed time had not been sufficient, and it was because of this that the judges decided it would be best to go into the question carefully before announcing awards.

Niles Comes Like Cannon Shot.

The crowd was still enthusiastically welcoming Luckey when the shout went up, "Here comes another," and out of the cloud-covered sky came another racer. It was Niles, and he, too, came down through the air like a cannon shot, making direct for the long cloth that marked the finish line.

He passed over the mark, and then soared away again, as Luckey had done, circling about seeking a landing place. He was still circling, when out of the north came Wood. He appeared to be flying higher than the first two arrivals. He came earth [illegible] in a long, graceful swoop and passed the finish line amid the cheers of the spectators. As he circled off to make a landing Niles was being assisted from his machine. He, too, had suffered from the cold and the terrific beating of the wind.

The next flier to arrive was Gilpatric, and he, too, followed the course of the others across the finish line. Like the others, he suffered from the cold and had to be assisted from his machine. While he was walking toward the hangars J. R. Hall, manager of the meet, fainted. An ambulance which was held in waiting was brought forward, and its appearance on the field caused a report that some aviator was hurt. Mr. Hall was carried to the office of the society and revived by the ambulance surgeon.

Jannis the Last to Finish.

It was several minutes after Wood and Gilpatric landed before Jannis was made out returning. Again the enthusiasm of the crowd broke all bounds, for, with his appearance, the crowd knew that every one of those who had started from the field had returned without injury to themselves or their aeroplanes.

The officials ran shouting hither and thither, admonishing the crowd to get out of the danger zone. It was almost useless, for very few of those present seemed to realize the danger of being struck by an aero-

Continued on Page 3.

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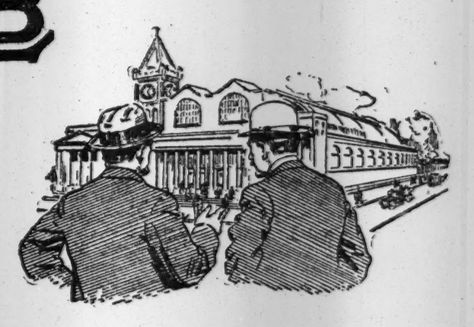
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5 BRAVE AVIATORS CIRCLE MANHATTAN

Continued from Page 2.

plane coming earthward at 75 miles an hour.

Jannis's approach had more of the picturesque than did the return of the others. He appeared to be in better condition, in spite of the cold, and brought his machine well up to the park, then throttled his motor and came sliding down direct to the finish mark. As he approached he swerved sharply and passed it on an even keel.

Waving his hand to the shouting crowd beneath, he put on power and shot upward. From below it looked as though he went up as steep an air lane as he had glided down. It was done in an instant, and then almost before his time had been taken he had circled to the south so far that his motor could not be heard. Then he brought his machine about and, turning earthward, again reached the aviation field. It was 5:50 o'clock and the last of the five starters was back again on the ground, the race done, and the victory all the more prized because there had been no accidents.

THE RACE FROM TIMES TOWER.

Veteran Airmen There Marveled at Skill of the Contestants.

The watchers of the aerial derby who gathered on the tower of The Times Building included several former fliers and a number of students of aviation who had followed the sport from its first inception in this part of the country.

The marvel among them when the fliers first appeared in the southern horizon above the Woolworth and Singer Building towers was that any aeroplane could live in the heavy wind that was blowing. When the race was over, and the fifth aeroplane was seen dropping gracefully down into the mist that lay above Staten Island, after a furious flight down the Hudson, the veteran airmen on The Times Building tower sighed with relief. It was agreed by all that airmanship had been displayed such as had not been seen before in this country, and that a new day for aviation had drowned, in that a great achievement could be recorded without a death to mar it.

"It is a sight as great in its way as those first watchers saw who witnessed the first flight at Kitty Hawk," was the way one who had seen every flight in this part of the country spoke of the struggle of the airmen with the blasts that swept down upon them in their trip around Manhattan.

In the group on The Times tower were many women as well as men. They thought that the aeroplanes made slow time in fighting their way up the island toward the turn at Spuyten Duyvil, but they hardly caught glimpses of them in front of a background of black clouds at the northern end of the island before they reappeared again, seconds later, almost abreast of The Times tower.

It was clear even to the distant point of the junction of the Harlem River with the Hudson that the aviators who first reached that point were having the hardest fight they had anywhere in the race to make the turn into the wind. Having fought all the way to that point against quartering and headwinds they were now to turn so that the wind would come abeam.

Those who knew the danger to an aeroplane as it slackens its speed in a sharp turn, with the wind coming abeam, watched this manoeuvre closely through their glasses. Once they counted the second aeroplane out of the race, and hoped it had not fallen to destruction. But later they picked up this aeroplane again and cheered as they counted it back among the five able to live in the high wind.

NEWS FLASHED TO THE CITY.

Tickers and Bulletins Told Instantly of Race Progress.

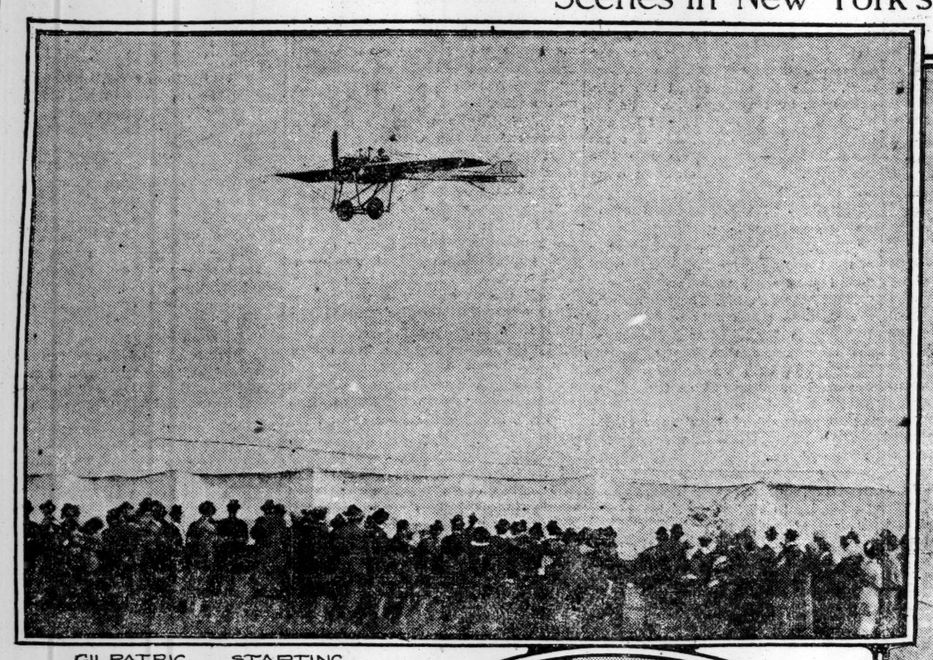
A feature of the race was the way in which the news was flashed all over the city by The New York Times. Two special Western Union wires had been provided for The Times from Oakwood Heights aviation field to New York, one running to The Times offices at Times Square, and the other to the offices of the New York News Bureau at 26 Beaver Street.

Every movement of the aviators on the field was flashed to The Times bulletin boards in Times Square, as well as to the New York News Bureau, which in turn sent the reports out over its tickers placed in offices and clubs all over the city.

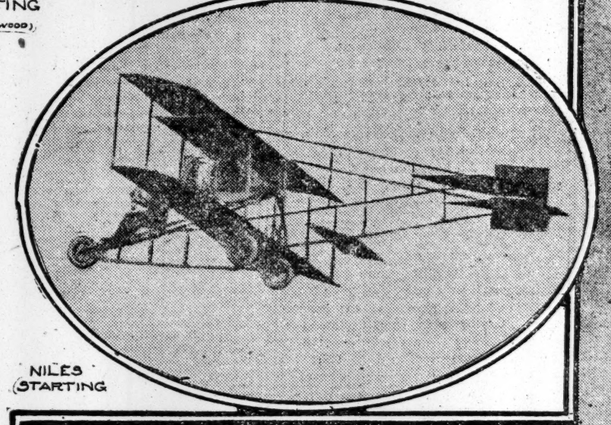
Beginning at 1 P. M. these special wires were kept continually busy carrying reports of the arrivals of the crowds, the aviators, the weather, and the prospects for the race. As each aviator rolled his machine on the field and began to prepare for tests and preliminaries those interested in the race throughout the city were able to get the news from The Times bulletin boards and the tickers with hardly more than a minute's delay.

When the five contestants had lined up their aeroplanes and were ready to start on their course around Manhattan Island, The Times correspondent cleared the two wires of all other matter and dictated to the telegraph operators their names as they departed. This particular feature of the bulletin service was rendered with not less than five seconds delay. The same method was adopted in reporting the return of the fliers from the time they hove in sight and until they had landed safely on the field.

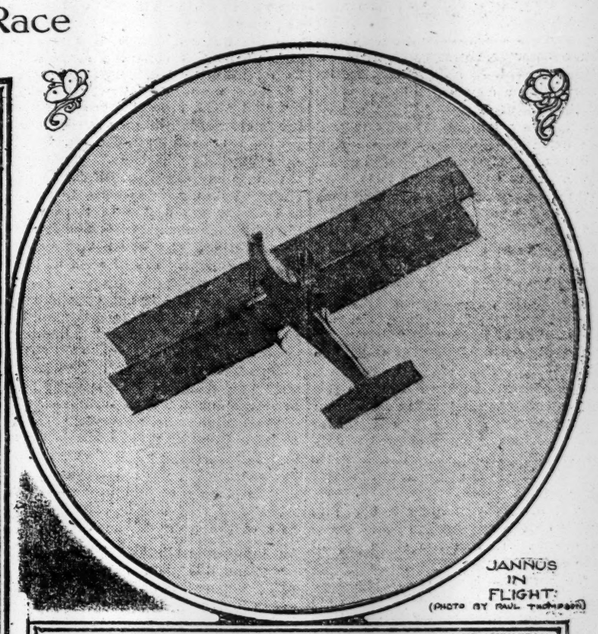
Scenes in New York's Biggest Air Race



GILPATRIC STARTING
(PHOTOS © UNDERWOOD & UNDERWOOD)



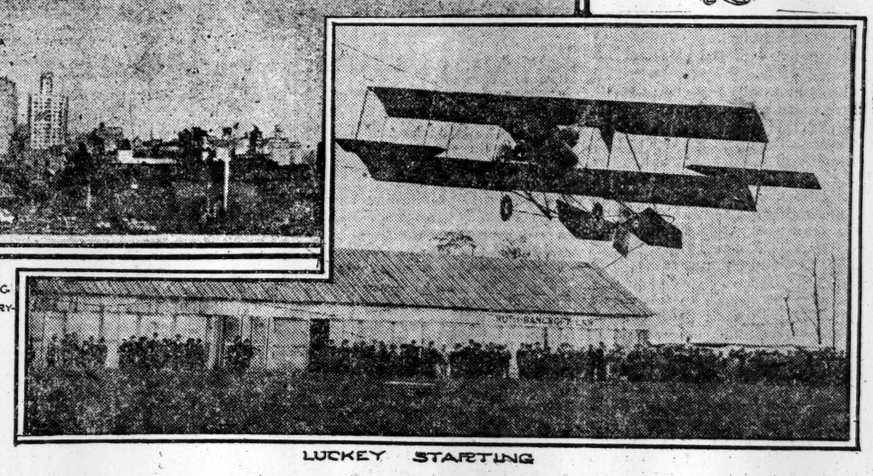
NILES STARTING



JANNUS IN FLIGHT.
(PHOTO BY PAUL THOMPSON)

WOOD, FINISHING (PHOTO © A.P.A.)

LUCKEY, THE WINNER PASSING THE TIMES BUILDING.
(PHOTOGRAPHED FROM WEEHAWKEN FERRY-BOAT)



LUCKEY STARTING

RACE A HARD FIGHT, THE AVIATORS SAY

Circling Manhattan in a 43-Mile Gale They Found Was Fraught with Danger.

PERIL IN THE GUSTY WIND

Such a Flight Impossible Eight Months Ago, Says Gilpatric — Luckey Suffers Much from Cold.

At the end of the race the aviators discussed their experiences. With one consent they spoke of the difficulty they had found in flying in such a high and gusty wind and over so varied a course. Such a flight under such conditions would have been impossible eight months ago, said J. Guy Gilpatric.

W. S. Luckey, the winner of The New York Times Derby, who was in a Curtiss biplane, thus described the race:

"I think it was one of the most remarkable races ever pulled off here in the East, considering that the course was almost entirely over water, while the fliers were exclusively land machines. It was still more remarkable that all five starters finished, coming in close together. It was almost unbelievable under the conditions that prevailed aloft.

"The winds were bad. But I did not strike any serious trouble until about over Highbridge and Washington Bridge on the Harlem, and this trouble pursued me until I had reached the Hudson River and flown perhaps five miles down it. South of that the flying seemed very good until I got close to the aviation field. There I dropped to about 100 feet above the ground and found the wind almost as bad as it had been further north at a greater altitude.

"Personally, I suffered greatly from the cold. My feet and legs were numb from the cold, due partly to the great speed at which I traveled and partly to the light clothing I wore. My legs were so numb I could hardly move them. I keep them clamped around the steering wheel. I was dressed in my ordinary street clothes, with only a sweater thrown on at the moment of taking flight, and, in addition, I had been suffering from rheumatism for the last ten days.

"I wouldn't fly the race again tomorrow under similar conditions for $2,000.

"I struck a series of lumpy winds above High Bridge exactly like in effect and motion high billows at sea. Sometimes the biplane would jump up 30 to 40 feet, as it felt the sudden impact of the wind. Then after passing over a wind lump it would as suddenly drop from 50 to 100 feet. There was a thrill in every one of those wind conflicts. Then frequently the wind would hit the biplane sidewise, tipping it to a dangerous angle. Amid all these cross currents and this bumping and buffeting with the wind I was kept busy every instant until I got down toward Riverside Drive.

"I have flown in forty-mile winds, but it was nothing like this of to-day. My average altitude was approximately 3,000 feet. I kept my course between 2,000 and 4,500 feet. My machine was in perfect order, due to three days' preparation by experts, and I must say it behaved splendidly.

"Had it been a calm day, I believe I could have won the race in ten to twelve minutes better time. I had a special propeller, which I did not use at all; not believing it necessary to do more than beat the best machine pitted against me. I am reserving this propeller for a future occasion.

Frank Niles, who, like Luckey, used a Curtiss biplane, had this to say about his experiences:

"I fully expected to win the race, until the last moment, when nearing the aviation field. Then I saw another machine ahead of me, and I think that even then I might have won but for the freezing of the manifold pipe of my biplane. This gave me great trouble and caused delay.

"When I started from the field I kept low in flying to avoid as much as possible the heavier air currents. All the way to the Battery I did not go above 500 feet high, and I made good time by thus reducing the wind resistance. On the grounds at the time of the start the wind was thirty-six miles an hour. From that I estimated that it was fully forty to fifty miles at a height of 2,500 feet.

"At the Battery I began to rise and kept a steady course over Blackwell's Island. From that point I saw to my right, about three and a half miles distant, three machines, which I supposed belonged to Wood, Luckey, and Gilpatric. They were over Brooklyn. At High Bridge I got a glimpse of another aeroplane ahead, and it seemed to be trying to land.

"I lost sight of it, and didn't see another machine until I was over the Hudson, about opposite the Singer Building. It appeared to be about eight miles ahead and was well over the Upper Bay. That was the first time I realized that I was beaten for first place, though I was rapidly overhauling the machine ahead.

"It puzzled me, for I could not understand how any one of the machines could have passed me without my seeing it. I suppose it was the one I observed at High Bridge. As I had kept flying close to the official course I supposed I was leading and could not see how I was passed. Upon landing I found that the machine ahead was Luckey's, the man I thought I had passed at Blackwell's Island. However, I was suffering much from the cold winds, and at times, almost lost the power to feel or see. Maybe that was the reason I failed to see him.

"Moreover, I got into trouble soon after leaving the juncture of the Harlem and Hudson Rivers. The manifold pipe was freezing rapidly, causing me my only trouble, but it was serious for a time. This occurred just after I had straightened out for the return from Spuyten Duyvil. To free the pipe I kicked the throttle open, kicked the frost from the pipe, and immediately got better headway. But the frost kept repeating on me, and I had to go through the same operation many times, once every three or four minutes.

"The wind was heavy going up the East River. It was so bad most of the way that I do not believe I averaged more than fifteen miles an hour. This was more than made up, however, on the return down the Hudson. Then, with the wind at my back most of the way, I got a speed of 110 miles per hour. I estimated the wind there at fifty miles per hour, and but for the pipe trouble I believe this speed, if maintained, would have recovered my loss on the East River and have enabled me to win.

The roughness of the trip was dwelt on particularly by C. Murvin Wood, who flew in a Moisant monoplane.

"This was the roughest trip I have ever made," he said. "We had an extremely hard wind that kept every man working every minute from start to finish.

"I have flown in some pretty rough weather, but this was the worst I encountered. It was even worse than my flight to Washington, when I was up for 4½ hours. To-day I was completely worn out. While I do not consider that I was in great danger, there was always the danger of the machine being wrecked in landing in the heavy wind.

"I kept at an altitude of about 2,500 feet all around Manhattan Island, and did not drop until approaching the field, when I came down to 500 feet. The worst winds we encountered at Spuyten Duyvil. I got a side-slip there, which caused me to drop 800 feet before I could regain control completely, and there was danger of turning over before I could recover. But my motor kept working perfectly, and I had no great fear either for my own safety or that I should not be able to get back to the aviation field without mishap.

"It was a good thing, in my opinion, that everybody engaged in the contest was experienced. It was no day for an inexperienced aviator.

"I want to call attention to the fact that I had only a fifty-horse power motor, while the winner and the second man had each a 100-horse power, and yet them second man beat me only by about three minutes. With an eighty-horse power motor I would not have cared who was in the race.

Gilpatric's Story.

Gilpatric, at the close of the race, said:

"I drove a Sloane aeroplane, a new machine, with which I was not familiar, and it was my first flight in it, except for a few minutes when I circled the aviation field before the race. It was a new and untried motor, too, but, despite this fact, everything went well, the motor, in particular, working splendidly throughout the trip.

"My greatest difficulty came from the weather conditions. The wind at times was terrific. Twice my machine was almost beyond control. The first serious trouble came when I was about half a mile south of New York University. Sudden impact with a strong gust made my machine side-slip, with the left wing down. I had to dive some distance in order to regain control. I was flying 3,000 feet high, according to my aneroid, when this happened.

"Most of the way down from Spuyten Duyvil to Staten Island I was flying nearly sideways. Heavy winds were again met over the Hudson about 130th Street, and there was danger of losing control, but I had less trouble there than over the East River side. It gave me hard work, though the machine stood up well, and the motor never missed an explosion. My altitude throughout ranged from 2,500 to 3,200 feet.

"I saw Wood flying above me when off Governors Island and near by him I recognized Niles's machine. After passing Brooklyn Bridge I did not see either of them again. I could see the crowds massed like black posts below me and plainly saw a boat passing through the draw at the Spuyten Duyvil bridge. But I was too busy with my work to pay much attention below.

"I want to say that under to-day's strenuous weather conditions this race could never have taken place eight months or a year ago. No machine then constructed would have attempted the flight in such a high wind.

"It was, in fact, the hardest hour's work I ever spent in the air. At the same time it was most enjoyable, because it was a new experience.

Jannus Had a Hard Fight.

Tony Jannus agreed with the other contestants that the race was a terrific test of endurance.

"The high winds made the race a dangerous one," he said. "It was a wind which caught me on the quarter and which gave me plenty of work throughout the race. Though the element of danger was always present there was never, I believe, any time when my personal safety or the safety of the aeroplane was at stake. The velocity of the wind made it necessary to go high and when I got up I found that the wind currents, while stronger, blew with a steadiness that made navigation easier. One of the most dangerous spots I encountered was at the Battery where the tall buildings deflected the wind and it was there I had to go over a series of provoking 'wind bumps.'

"Perhaps the next worst place I found was at Spuyten Duyvil. There the wind that had been on one quarter on the way up struck me on the other quarter and instead of helping it was as though—well the way I can describe it is to say it was exactly like riding a bucking horse. I was up 2,500 feet. It was a beautiful sight from above to look down over Manhattan Island. The course was one of extreme easiness to follow and was well chosen for what I believe was the greatest race perhaps aviation has ever seen in this country. Certainly no race ever attracted more attention or brought out so completely all that an aviator and all that his machine could stand up to.

"I am very thankful that my motor did not stop or other trouble develop, for it would have been a hard task to land. Just imagine a leaf tossed in an Autumn gale and you will have some idea of my experience. It was an abnormal wind. Even a year ago no aviator would have thought of venturing up into it. The New York Times aerial derby shows the progress made in aviation. I believe the United States Government will be pleased to find that five aviators started in the race and successfully finished it in the face of a 43 mile gale."

HAMILTON POINTED THE WAY.

Flew to Philadelphia and Back for Times Prize Three Years Ago.

The first flight in the history of aviation ever made in a heavier-than-air machine in which the aviator flew across country between two large centres of population in both directions in one day was made by Charles K. Hamilton flying from Governors Island, New York, to Philadelphia and return on June 13, 1910. He tried for a prize of $5,000, offered by The New York Times. The day before the race The Times prepared a schedule showing the time at which Hamilton might be expected to pass the towns on the way. This time table allowed him one hour and fifty minutes to make the trip, and he did not vary from it more than a few seconds.

The flight was also the longest cross-country flight ever made in the United States up to that time and was surpassed by only two in the world—Paulhan's flight from London to Manchester beating it by eleven miles and a flight by Henri Farman in France by just two. In the flight to Philadelphia Hamilton averaged 46.92 miles an hour for the eighty-six miles separating Governors Island and his alighting place. On the return journey, despite the fact that one cylinder of his engine was usually skipping, Hamilton averaged 51.36 miles. He was compelled to descend at South Amboy, N. J., while on his way back, to remedy spark-plug troubles, and snags in the marsh in which he landed almost tore off the frail propeller. Another propeller had to be rushed to him by auto before he could complete his journey.

A Times special train followed Hamilton from South Elizabeth to Philadelphia and kept him in view all the way.

Hamilton made the flight to Philadelphia and return in a Curtiss biplane.

THE MEET BEFORE THE RACE.

High Wind Forces Managers to Curtail the Programme.

Long before the opening gun of the Oakwood Heights meet sounded, a crowd had gathered in the aviation field. As the time for The New York Times race approached this crowd increased. Capt. Baldwin furnished an early thrill by flying over from his home in his Red Devil. The aeroplane rocked in the wind and it appeared to those below as though landing would be a difficult undertaking.

Wood made his qualification flight for the derby in the early morning. He went up nearly 2,000 feet and with his motor shut off volplaned to the field, making a fine landing. Shortly after this Luckey made his preliminary flight. Then when the crowd was beginning to come Niles had his aeroplane wheeled out and he too qualified for the race.

It had been intended to have Miss Law go up and do some exhibition work. According to Mr. Burridge, she refused to go up on account of unfavorable wind conditions. So did some of the others who had been expected to fly.

With the preparations for the start of the race the interest of the crowd was aroused. After that there was no lack of interest and there was much favorable comment upon the promptness with which the aeroplanes were brought to the starting line and sent away.

WIND HALTS WILLIAM THAW.

Forced to Abandon Trip Under Racers at the Battery.

Flying the Red Cross flag, William Thaw and Steve MacGordon, in their flying boat, followed The New York Times racers, ready to give assistance in case of accident. Their journey was a dangerous one, for in the strong wind the heavy craft refused to keep in the air, and though there were times when they attained 300 feet, they fell back continually to the water.

It had been Mr. Thaw's intention to follow the flyers around the entire course, but he was forced to give up at the Battery. He stayed there and returned to Staten Island as the returning racers were covering that leg of the course.

"The boat is a heavy one," said Mr. Thaw, "and when we attempted to attain any altitude it would drop back. There were times when we hit the water. We saw that it was not necessary to follow the aviators, for they were flying high, and it was apparent that unless something very unexpected happened there would not be an accident."

KILLED AS HE WATCHED RACE.

Chimney Blown Down by Wind Fractures Skull of Boy on Roof.

Twelve-year-old Joseph Kain of 285 Spring Street was one of a dozen children who went yesterday afternoon to the roof of a tenement at 360 Greenwich Street to watch the aeroplane race. The wind caused a brick chimney, six feet high, to collapse, and young Kain was struck by several bricks.

His skull was fractured and he died as he was being carried to the Hudson Street Hospital.

GERMAN AVIATOR KILLED.

Wings of His Machine Collapse—Two Other Airmen Badly Hurt.

BERLIN, Oct. 13.—Lieut. Koenig, a military aviator, fell and was killed to-day at the Neuendorf Aerodrome, near Berlin. The wings of his machine collapsed at an altitude of 500 feet.

Lieuts. Seron and Bohnstedt, while making an aeroplane flight between Berlin and Stuttgart to-day, fell and were badly injured. A sudden gust of wind capsized the machine. Both officers were taken to a hospital.

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Our Popular Lunch and Dinner Resort of the Shopping Zone Broadway, 29th-30th Street

A Chauffeur's Outfit for $48.50

which would ordinarily be $67.50

¶ This chauffeur's outfit simplifies for both owner and driver the cost of the driver's winter garb. It also enables us to make a very substantial concession on price, though the liberality of this concession is considerably augmented by our desire to demonstrate still more forcibly the superior workmanship, style, finish and all-around merit of Saks' productions for the chauffeur. Motor Apparel Dept.—6th floor

The outfit consists of

¶ Norfolk or pleated Suit, made of Oxford mixed whipcord, with long or short trousers.

¶ Irish Frieze Overcoat, single or double breasted, inverted side-pleats and convertible or high collar.

¶ Cap to match overcoat or suit.

¶ Pair of Cowhide Leggins, of excellent quality.

¶ Pair of Black Gloves.

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Broadway at 34th Street.

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HAVE you ever noticed the dividends earned by earnestness?

* *

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* *

He knows that the unobtrusive style, or draping, which is the soul of a suit, can be produced only by infinite care and labor.

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From his bench he arises, a tired man, but a genius.

We are earnestly duplicating that man's work. It might be easy for us, as for some others, to trade on our name—to varnish over surfaces and create a false impression for a time.

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Suits $20 to $45; overcoats $25 to $60.

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241 Broadway 369 Broadway 757 Broadway 1185 Broadway 44th and Broadway 1363 Broadway 58 Nassau 150 Nassau 20 Cortlandt 27 New 42nd and Fifth Ave. Clothes at 27 New, 150 Nassau, 241 B'way, 1185 B'way, 44th & B'way, 42d & 5th Ave.

EYEWITNESSES TELL OF THE GALLANT FIGHT TO SAVE THE VOLTURNO'S PASSENGERS

BRAVED DEATH TO SAVE THOSE ON BLAZING SHIP

Continued from Page 1.

message sent as the one I have since seen quoted:

"'For God's sake help us or we perish.'

"Owing to the extra stoking and the engineers' efforts, the speed increased from sixteen knots before the call came to 20.9 knots.

"Shortly after 11:30 A. M. those on the bridge perceived at a far distance a thin trail of smoke drifting into the sky.

Sighted the Smoking Ship.

"As we came nearer at 11:45 we sighted the Volturno hull down with a cloud of smoke rising from the fore part. When we approached within two miles of her we smelled the smoke.

"At 12:20 P. M. we arrived abreast of her. At this time the seas were steadily increasing and running at a terrific height. We had to keep headway on to prevent the liner being tossed about through the seas.

"We came within 100 yards of the Volturno. She was being tossed about in the seas. One time she pitched so that we could see the bottom of her sternpost and the whole of her propellers clear of water.

"A very heavy cloud of gray smoke was coming out of the forehatch. We could see the paint on the ironwork, close to the waterline, was blistered by the heat inside the vessel.

"The Volturno's passengers were huddled up behind the engine room on deck. All were dressed and wearing lifebelts. Among them were many terrified women and children. They waved their handkerchiefs to us and cheered with joy in the belief that their lives were safe.

"In the meantime the crews of the lifeboats, with life belts on, were standing by in the Carmania. When our vessel had been manoeuvred into a good position, the first boat was lowered, taking its allotted crew, much to the disappointment of other men who wanted to be first in the errand of mercy.

"The Volturno was drifting rapidly, and the difficulty was to lower the lifeboat at the right moment, so that it would drift alongside of her. As the boat left our ship we gave the crew a rousing cheer. The little craft drifted to the stern of the Carmania, and the crew pulled over toward the Volturno, but owing to the terrific seas could not make any appreciable headway.

Lifeboat Was Helpless.

By and by a huge wave struck her, nearly upset her, and carried away a couple of oars. So many heavy seas now struck the boat that soon only two complete oars and one damaged oar were left for the crew of eight men, who were in charge of Chief Officer Gardner.

"It became evident that there was serious danger of the boat being sunk, and the Chief Officer had told me subsequently that he never thought he would get back to the ship. He told all his men, he said, to look out for themselves, so serious did he think the position.

"The nearest the boat got to the Volturno was 50 yards. After the loss of the oars, the boat was in such danger that Capt. Barr manoeuvered the ship alongside her. It was an extremely skillful bit of seamanship, and we were enabled to throw oars to the men. They picked up two. The Captain also shouted to the men: 'Never mind the boat; save yourselves!'

"Even this looked like a difficult problem, but eventually we managed to get a couple of lines into the boat. The men who had gone out so enthusiastically to save the lives of the Volturno's people, were now so exhausted by their struggles against the sea and storm that they could not climb the rope ladder into the Carmania and had to be pulled aboard by ropes one after the other.

Got Very Close to Volturno.

"The Volturno's Captain now asked Capt. Barr to manoeuvre his boat to the stern of the Volturno so that he could get a rope aboard. In the state of the sea the suggestion was impossible. Finally, however, Capt. Barr manoeuvred the ship very skillfully to within 100 feet of the starboard side of the Volturno, near the stern, hoping that a lot of passengers would jump, so that we could get them out of the water. But either through fright at the previous fate of those who were attempting to get the boats away or through lack of understanding, none of them did so.

"The scene on the Volturno was now too awful for words. I hope I shall never see anything like it again. Those on the Volturno realized that we were unable to help them and remained huddled together with an appearance of abject tragedy and despair. Many women were crying bitterly, and children, too. The men, however, put on a fine front to their danger, some of them gazing stoically overboard as if death were nowhere near them.

"In the forward part of the ship we could see the crew playing with two streams of water on the fire. In parts of the ship electric lights were burning, showing auxiliary engines working.

"I desire to say here emphatically that it is better to suspend judgment on stories of panic in the Volturno until the report from its Captain, who is now on the Kroonland, is received. Personally I saw no signs of panic whatever.

Two More Boats Arrive.

"Our boat was out two hours without success. The seas were running higher than ever, and we were unable to do anything except to cruise near the Volturno.

"About 4 o'clock the Seydlitz and the Grosser Kurfürst came in sight, steaming hard. As soon as the Seydlitz was within a couple of hundred yards of the Volturno, she dropped a boat crew. They gallantly pulled toward the burning ship. They were within a hundred yards when a sudden squall came. They had a terrible time, having to turn around the best way they could to get back to their ship.

"Capt. Barr now asked the Seydlitz to stop alongside while he took a cruise around to see if he could find any sign of the two missing boats. We went for a cruise lasting about three-quarters of an hour, but entirely without success.

"At intervals during the evening the smoke died down in the Volturno, which seemed almost to have the fire under control, but it must have been burning more fiercely below deck, for as darkness fell there showed a reddish tinge to the smoke. Then tongues of flame began to creep from the sides of the ship.

"At 6 o'clock at night it began to settle on the sea and the rain became a drizzle. It was the beginning of the end of the storm.

"Other ships began to arrive one by one. We could see their lights coming up in all directions. As fast as they came they lowered a boat, each making an attempt to get near the Volturno.

"A boat's crew of the Minneapolis, from reports heard later, got to the stern of the Volturno three times and begged twelve passengers to jump, saying that they would guarantee to save them. But as the passengers were nearly all foreigners they probably could not understand or were afraid to jump. Eventually, the boat was forced to sheer off for fear of being smashed to pieces by the propellers of the Volturno as the blades churned the sea.

"At 6:30 P. M. the Carmania got her searchlight at work. By arrangement with the other ships she cruised up and down, throwing her searchlight on Volturno and the water near by, while boats of other ships attempted to continue the rescue work. "Flames suddenly broke out with great force in the stricken ship and touched the bridge, fanned by the terrific gale. The bridge was burned from end to end in a few minutes.

"Twenty minutes later there was a sharp explosion in the Volturno, doubtless caused by the bursting of rockets and other explosives.

"Within two minutes the first of three rockets of distress went up. This was evidently a sign of the anxiety of the Volturno Captain, who for many hours had been fighting the fire.

"All this time we were busy with the searchlights. Suddenly we heard distinct cries from the seas. One lusty shout and a faint one came from the fore end of the ship, and a faint cry from the stern. The Germanic's searchlights were frantically rushed to and fro across the seas in the quest, and everybody's eyes were strained in an effort to locate those who were in the water.

"'There he is!' went up shouts, and the man, who had cried so lustily, was seen swimming strongly toward us. It was Walter Trintepohl, a passenger on the Volturno. As he came alongside he clutched a line thrown to him, but by this time he was suffering from his exertions, and had not sufficient strength to climb aboard.

"Another rope was lowered, and volunteers went down in an effort to get the rope round him. A steward and Chief Officer Gardiner failed. Then a seaman, Heighway, throwing off most of his clothes, and fastening a line around his own body, jumped into the water, and soon drifted alongside the exhausted man. He got the rope around him, and Trintepohl was hauled out of the water, and taken in by one of the lower doors.

"The suffering from his immersion had made him unconscious. The water was pumped out of him, and he recovered for a time. Later, however, he developed pneumonia, and was in a dangerous condition when we left the ship, although, happily, he had shown improvement during the last twenty-four hours. Twenty minutes elapsed from the time he came alongside until he was hauled aboard.

"The suspense among the passengers was terrible. One man had pluckily jumped over the stern of the Carmania with a rope around him so that if the drowning man should lose his hold and drift back he might be ready to seize him.

"The cries of the other two men had died down. We never saw them, although the searchlights continued to look for them."

"The Volturno was burning fiercely, the flames leaping up and casting a red glare on the pall of smoke. Grouped round, still helpless, was the fleet of great liners watching the tragic spectacle.

"At about 2 A. M., by the aid of searchlights, we saw several empty boats drifting by, also boats with crews in them, trying to get to the Volturno. By this time the sea had providentially gone down considerably. The Czar came between the Carmania and the Volturno and picked up many persons who had jumped into the water and also took aboard others who had done the same and been rescued by boats.

Saved Minneapolis' Boat's Crew.

"At 3 A. M. searchlights showed a boat's crew struggling despairingly to get the boat head on to the sea. They were in evident distress. The Carmania was again skillfully manoeuvred into position close to them and finally got a line to them and brought them alongside. It was found that the boat was one belonging to the Minneapolis. It had been at sea for four hours.

"Some idea of the condition of the sea even at this time may be gathered from the fact that this boat was smashed by the Carmania's crew in bringing her alongside. The men were hauled out and after some hot brandy and food, soon recovered.

"The time was then close on 4 o'clock. The Carmania was still busy with her searchlight and the Czar and Rappahannock were both cruising round, picking up out of the water boats' crews or passengers or members of the crew of the Volturno.

Coming with the "Milk."

"About 6 o'clock daylight came. The sea had gone down considerably. I had heard during the night that the Narragansett, an oil tank steamer, was on the way and expected to reach the scene by 8 o'clock, but she was crowding on full steam in an attempt to get here sooner if possible.

"A minute or two after 6 o'clock the wireless operator on the Narragansett got in touch with the operator of the Carmania and said:

"'We are on our way with the milk,' (milk meaning oil.)

"About halfpast 6 o'clock a dense cloud of smoke came up on the horizon and we were soon very certain it was the oncoming tank steamer. The sea, by this time had gone down a great deal but was still very heavy. In spite of the sea, however, boats got alongside the Volturno and people were being slowly taken off. Lines were thrown from the Volturno and such passengers as were able were lowered by willing hands. This refutes all the stories of panic and mutiny aboard the Volturno. There was no foundation for any such reports.

"By this time the Carmania had manoeuvred close to the Volturno.

"The tank steamer was rushing madly through the water, and at 7:10 she came to a dead stop to windward of the Volturno. Quicker than I can tell it had two large streams of oil pouring on the water, and also lowered two boats.

Magic Effect of Oil.

"Within five minutes the sea for hundreds of yards away from the Narragansett and toward the Volturno became adsolutely calm, apart from the slight roll. Within fifteen minutes the boats were taking passengers off the Volturno.

"It was amazing how quickly men were lowered over the side and the boats got away.

"The last hundred people came off the Volturno as if it was an exhibition drill. I have never seen boats get away so quickly or in so orderly a manner.

"The rapid way in which passengers were taken to the Devonian, Czar, Narragansett and Rappahannock was nothing short of wonderful. The Devonian had swing chairs lowered down and the survivors were put in them and rushed up the side. How, it is impossible to tell.

"The Narragansett moved about and distributed oil on the water from jets as she had been discharging on the quay.

"Too much credit cannot be given to the captains and crews of all the ships assembled.

"I feel very much surprised that Capt. Barr has received so much prominence over theother Captains, as it was not my intention in my hurried wireless dispatch to convey that impression. On the contrary, while Capt. Barr did invaluable service, that service did not eclipse the work of the other Captains.

Capt. Inch Last to Leave.

A few minutes after 8 o'clock all the passengers had been taken off the Volturno.

"The Captain was the last man to leave the sip. He came leisurely down the rope with the ship's popers under his arm. He might have been leaving the ship at anchor in safe harbor and on the way to make his report to the owners.

"The captain of the Volturno was taken aboard the Kroonland, and the captain of the Kroonland assured Capt. Barr that every one was off the ship. He asked what was the next thing to do. Capt. Barr suggested that all should leave the scene by various courses in the hope of picking up the missing boats. This they did, and it was a wonderful sight to see the fleet all leaving the scene in various directions.

"We still had the first officer and a boat's crew of the Minneapolis aboard the Carmania, and as they were anxious to get to their own ship, we manoeuvred very close to the Minneapolis. They lowered a boat and came to us, and the officer and the boat's crew went back to their ship.

"We left the Volturno burning very fiercely amidships; but there was no evidence of fire at the aft end of the ship. It is safe to say that she will be floating as a dangerous derelict until destroyed. She was undoubtedly a staunchly built ship.

All Praise Barr's Management.

The question has been asked everywhere why the Carmania, which was the first at the scene of the Volturno disaster, saved only one from the blazing ship and even he swam to the Carmania and had to be taken aboard.

The passengers from the Cunarder, arriving here, said this was no reflection on Capt. Barr and all highly commended his conduct. Nevertheless, the official explanation is eagerly awaited here.

T. P. Watson of Philadelphia gave THE NEW YORK TIMES correspondent the most consistent explanation of the matter:

"The Carmania put off one boat soon after her arrival. For two hours it was buffeted about and had such a hard time getting back that Capt. Barr never tried another.

"The Grosser Kurfürst had a steam pinnace running all night, picking up survivors in the struggling water. It constantly made trips between the Kurfürst and Volturno, and cruised around and around the doomed ship all night long, doing splendid work.

"The Carmania tried to use oil sprays, but the supply of oil was not sufficient to be of any use.

"Then the Carmania kept sending wireless messages for the oil steamer nearest to hurry to the scene. Finally there was an answer from the Narragansett that it was hurrying as fast as possible

"She arrived at 6 o'clock Friday morning and poured out thousands of gallons of oil on the ocean. Not till then could the survivors be taken off the Volturno.

"The Narragansett was really the biggest factor in the rescue of the Volturno's passengers. When the sea was quieted by the oil the smaller steamships went close to the Volturno, all putting off boats.

Didn't Dare Bring Carmania Close.

"The Carmania was so bulky that Capt. Barr was afraid to take the chance to go close in the sea that was running. So he sent no boats because so many others were clustering about the Volturno, and he thought there was no need of his sending any.

"The sea was still so rough that the small boats were unable to get alongside the Volturno and catch the lowered rope ladders. They rescued first only those who jumped into the sea and swam. Later when the sea moderated the small boats got alongside the blazing ship. Then the remainder of the passengers and crew climbed down the rope ladders, and all were taken off.

"When the Carmania first reached the scene of disaster flames were darting out of the bow of the Volturno, but these soon went out, and for the rest of the day only smoke was seen and no fire.

"We went in to dinner at 7 o'clock, but at 8 o'clock some one rushed into the smoking room calling out, 'The Volturno is blazing again.'

"We hurried upon deck in the nick of time to hear and see a terrific explosion amidships, probably due to coal gas. Many persons jumped overboard at that time. At no time did the fire burn aft of the bridge.

"I am certain that neither of the two boats which were gotten away from the Volturno, survived in that sea. I saw two lifebuoys floating in the sea just before the Carmania steamed away, and these I believe belonged to those boats.

"One heroic deed will always live in my memory. I saw Heighway, a Carmania sailor, stripped to the waist, dive from a cargo port to go to the assistance of the Dutchman Trintepohl, when he approached the ship, exhausted by his long swim. His life belt had come unfastened, and he was barely able to lie on it, and was too weak to climb the ladder, lowered to the water. It took half an hour to get hi. aboard."

Survivors in West-Bound Boats.

H. B. Bradish said:

"Capt. Barr was the generalissimo of the rescuing forces. He used wonderful judgment, wise foresight and splendid seamanship. The reason why the Carmania has only one survivor is because Capt. Barr arranged so far as possible that the emigrants should be taken by America bound boats. This was done as far as possible."

F. Hammond of New York said:

"We once ran within fifty yards of the Volturno, which was burning badly forward. We could see the passengers huddled in the stern and beckoning to us for help. There was absolutely no panic.

"We could see nothing of the crew, but noticed an officer at one hatchway, trying to extinguish the flames.

"The emigrants did not scream for the reason that they expected help momentarily.

"All the vessels lay in a circle around the Volturno and Capt. Barr directed the rescuing operations."

Mrs. Coldy of Boston said:

"The Volturno burned very slowly, showing that the compartments held well. We sent out a lifeboat and it was only through wonderful seamanship that it got back to the ship, as the waves were so high that the spray sailed over the deck. Despite the roughness of the sea, everybody was up on the Carmania's deck and watching.

"Our ship circled about to pick up anybody afloat because we knew that 130 or 140 people had gone overboard. But we got only one man, who swam to us a mile through tremendous waves. This was at 10 o'clock at night.

"We were the only ship that had a searchlight, and this was kept playing on the water. We made out two overturned lifeboats.

"The other steamship were much smaller and could get closer to the Volturno. Our Captain managed all; gave every ship its place, told each what to do, where to go, and where to patrol, looking for possible drowning persons.

"We could not see the survivors taken off, but saw the loadfuls returning. The lifeboats made many trips back and forth, our searchlight playing constantly.

"When we sailed away the Volturno's stern had caught fire, and the whole ship was blazing furiously."

Take Up Subscription for Heroes.

Five hundred dollars was subscribed at a meeting, held in the lounge of the Carmania Saturday night, and a committee was formed to collect and distribute the money. J. C. Clark of New York, a passenger, said it was proposed to give a gold watch to Second Officer Gardiner, who was in command of the only lifeboat the Carmania put off. The rest would be distributed among the lifeboat's crew and Heighway, who dived and rescued Trintepohl.

Threw Wife and Children Into Sea.

William aMnsfield, a New York passenger on the Carmania, said to a NEW YORK TIMES corespondent:

"I saw the Spanish fleet under Cevera su : by the American fleet. Even that awful spectacle did not sear itself as indelibly in my memory as did the scenes I witnessed during the burning of the Volturno.

"I saw a passenger standing on deck with his wife and two little children. By their dress they were evidently emigrants. The little family group stood clustered together, looking egaerly and longingly toward our great ship. Then the man seemed to make up his mind that we could not help them. I could see him talking, apparently arguing with his wife.

"Then I saw the man put life-belts on his wife, his children, and himself. Then, waiting a favorable moment, he picked up the woman and children one after the other and threw then into the sea. Then he jumped after them.

"The man was a strong swimmer and thought his only chance was to trust himself and his family to the sea, hoping to be picked up by a boat from a rescuing ship. I regret to say the attempt was unavailing. They were all drowned a quarter of a mile from us.

"I wish I could get the sight out of my mind—not only that sight, but many others equally dreadful. We could see poor people kneeling on the decks, praying and crying to God for help.

"Another impression I received is of the splendid courage and desire to help of the crew, down to the tiniest cabin boy. Sailors who were not taken into the lifeboats were actually jealous of those selected. One little wizened old seaman was frightfully annoyed because a steward was put into a boat. H said "He ain't no seaman. He ought to be stewing hash, and I ought to be in his place at an oar.'"

HORROR HYPNOTIZED WOMEN.

Sight Too Terrible to Forget—Many from Carmania Loth to Talk.

Special Cable to THE NEW YORK TIMES.

LONDON, Oct. 13.—When the ocean special from Fishguard arrived at Paddington Station at 8:40 o'clock to-night, excited crowds met the passengers from the Carmania and the scene resembled that at the Grand Central Station in New York after a wreck on the New Haven Railroad.

Most of the women, who came on the Carmania, were still too much unnerved by their experience to talk much about the disaster.

"Oh, don't ask us about it. It was too terrible and I want to forget the awful sight," was the tenor of the replies.

Finally, after much urging a few of them talked with THE NEW YORK TIMES correspondent.

Said Mrs. R. Saywood, an Englishwoman:

"I was ill in bed as a result of the rough passage and as I lay in my berth I could see the blazing Volturno through the porthole of my room.

"All night long I watched the huge torch, illuminating the sky, and clearly distinguished the struggling mass of humanity on the after deck by the light of the lurid flames.

"The agonizing sight made sleep impossible. I was unable to remove my eyes from the hypnotizing spectacle and prayed for morning to come and end the terrible ordeal."

Mrs. W. Hurtford of Philadelphia and Miss A. Cannon of New York jointly said:

"It was the most wonderful sight we ever saw, but we never want to see the like again. We felt the heat from the Volturno, which was literally a floating furnace.

"Our hearts went out in mute sym-

Continued on Page 5.

A NECESSITY

There would be no need for the rapid methods of the Thompson-Starrett organization if they existed for spectacular purposes only.

But they do not exist for spectacular purposes only, they exist because they are vitally necessary to the success of the enterprises which we are employed to conduct.

There is nothing so inimical to the success of a building as a waste of time in building it.

THOMPSON-STARRETT COMPANY
Building Construction

"Everybody's Going to THE BIG STORE"
MAIN BUILDING

NEVER BEFORE During the Month of October—or Any Other Period of the Year—Has There Been

A Sale of Millinery

Such As Will Begin Here Today

The most extraordinary list of specials in fashionable READY-TO-WEAR AND TRIMMED HATS ever assembled for a sale occasion.

The Selling Prices Are, by a Very Considerable Margin, 'Way Below the Quotations of our Nearest Competitor

The very pick of the season in styles—the millinery now in greatest demand.

Not even one-tenth of the attractions that will greet you here, today, are listed in this advertisement.

Untrimmed and Ready-to-Wear Hats

Hats Trimmed Free

$1.95 Black Silk Velvet Dress Shapes—at	95c	"Laurette Taylor" Mannish Velour Hats—at	$1.95
$1.95 Genuine Long Nap Beaver Hats—at	95c	$2.95 Fur-Edge Silk Velvet Hats—4 shapes; at	$1.95
$2.95 Silk Plush Dress Shapes—at	$1.35	$2.95 Silk Velvet Ready-to-Wear Hats—4 shapes; at	$1.95
$2.95 Black Silk Velvet Dress Shapes—at	$1.35	$1.95 Black Silk Velvet Hats—at	$1.35
$3.95 Genuine Austrian Velour Dress Shapes—at	$1.59	$2.95 Fur and Velvet Ready-to-Wear Hats—at	$1.95
$5.95 Black Hand Blocked Silk Velvet Dress Shapes—at	$2.95	$3.45 and $3.95 Silk Velvet Ready-to-Wear Hats—at	$2.25

More Than 1,000 Trimmed Hats

Offered for the First Day of This Sale at an Average of ½ Regular Prices. A Brilliant Showing of Paris and New York Millinery Styles

Hats Priced Elsewhere at $10 to $12, To-day, at	$5	Hats Priced Elsewhere at $15 and $18, To-day, at	$7.50
		$20 Ostrich-Trimmed Hats, To-day, at	$10
Accurate Reproductions of Paris Model Hats—ostrich, paradise, skunk and jet cleverly used in the trimming; specially priced for To-day, at	$25	Jauntiest Street Hats—not to be duplicated elsewhere under $25 to $30; special, To day, at	$15

Ostrich Plumes and Artificial Flowers

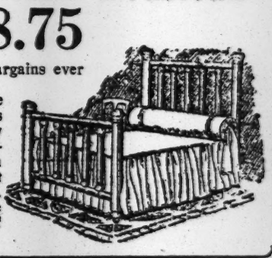
Fancy Feathers—values up to 95c each; To-day, at	35c	Ostrich Feather Fancies—values to $2.95; To-day, at	$1.25
		$2.95 Fine Ostrich Plumes—15 inches long; To-day, at	$1.95
Artificial Flowers—values up to $1.25; To-day, at	39c	$1.95 Black Ostrich Plumes—12 and 13 inches long; at	$1.35
		$3.75 to $6.95 Ostrich Plumes—at	$2.95 to $4.85

A Record-Making Sale—Please Come EARLY!

GREENHUT BUILDING

This $37.50 Brass Bedstead

Is Featured for Today, at $18.75



And it is one of the biggest bargains ever offered here or elsewhere.

These bedsteads have massive 3-inch posts with 2-inch top rods and 1⅛-inch filling rods. They are finished in guaranteed Damarda lacquer and can be had in bright, satin, velvet or Polet finish, and in all regular sizes. The mounts are all heavy and the construction of the bedstead is of the best.

IN OUR GREENHUT BUILDING

Other Big Sales for Today Briefly Outlined

1,200 SPLENDID RUGS—room sizes at special prices.		$5.50 Ruffled Net Bed Sets—at	$3.25
9x12 Axminster Rugs—regularly $24.50 to $37.50; at	$17.50 to $32.50	$3.75 Marie Antoinette Lace Curtains—a pair	$2.50
8.3x10.6 Axminster Rugs—regularly $24.50 and $35; at	$19.50 & $29.50	12-Piece Sets of Thin-Blown Glassware—each piece engraved with your initial; (none sent C. O. D.); set for	89c
9x12 Velvet Rugs—regularly $19.50 to $26.50; at	$15.75 to $22	Curtain Stretchers—size 6x12 ft; pins 2 inches apart; frame 1¼ inches wide; bolted corners; at	75c
7.6x9.0 Seamless Tapestry Brussels Rugs—regularly $9.50 to $13.50; at	$7.75 to $9.75	(Other Curtain Stretchers at $1, $1.50, $1.75 and $2.)	

—and many other Rug Bargains too numerous to mention here.

MAIN BUILDING

In This Small Type You Will Find Many of To-day's

BIGGEST SALES

Unexampled low prices rule. The offerings are unmatched elsewhere in New York.

Men's $3 Fall SHOES, at $1.98

The newest and the best. The handsomest leathers are represented—gunmetal, calf and patent leather; button or lace styles. Also box calf in blucher style; leather-lined. All sizes, 6 to 11; C, D and E widths.

Men's & Youths' SUITS

Values to $18; at $8.95 & $10

Stylish and serviceable suits in medium, fall and winter weights. Exceptional variety of patterns and shades in browns, grays, tans blues and Oxfords; in all sizes.

THE SUITS AT $8.95—sizes 30 to 38, for youths, young men and men of regular build. Perfect-fitting garments.

THE SUITS AT $10—all sizes up to 46, "stouts" included.

Women's $2.50 High Shoes, at $1.69

All the season's styles in patent leather, gunmetal, calf and kid-skin. Button or lace; cloth or kid tops; high, Cuban, medium or low heels. All sizes; C, D and E widths.

$1 Silk Ribbon SAUTOIRS, at.. 50c

Very dainty; each has two sterling silver slides.

Gold-Plated JEWELRY, at... 19c

"Odds and ends" of BROOCHES SCARF PINS, BAR PINS, CUFF LINKS, COLLAR PINS, etc. Values to 75c each. Every design new and stylish.

Women's and Misses' Fine All-Wool Serge SKIRTS, at $2.75

Many stylish models in this lot. 22- to 30-inch waists, 28- to 42-inch lengths.

Materials include black and navy all-wool serge, also black and white honeycomb checks and the very popular Scotch plaids.

Women's Fine 75c PETTICOATS, at 59c

Fine sateen with deep tailored flounce, in navy, green, brown and black.

CORSET COVERS, Values to 69c, at.. 39c

Dainty styles in fine cambric; low neck; dainty laces and ribbons; others of fine Swiss embroidery edging.

DRAWERS—made of fine cambric; deep umbrella ruffles of embroidery; others of lace trimmings; values up to 69c; at 39c

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A City in Itself
Sixth Avenue J. B. GREENHUT, Pres. 18th to 19th Streets

Double Trading Stamps Before 12 o'Clock—Single Stamps Thereafter

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564-66-68 FIFTH AVENUE. 46th & 47th STS.

Furs of Fashion

Paris seems to have been more radical than ever before in the *modeling, combining, draping* and *dyeing* of fine Furs, all of which features are shown to advantage in our superb displays—

Coats in all lengths from *hip* to *ankle*; many trimmed with pelts which contrast handsomely with the body-fur of the garments—*Coatees, Jackets, Boleros* and *Vest Effects* cleverly worked out in *chic* models—

Broadtail and Baby Lamb Coats of selected qualities, trimmed with Ermine, Fitch, Chinchilla, Taupe Fox, Skunk and Chinchilla-squirrel— *$350—$500—$750—$1,000—$1,500.*

Finest Scotch Mole Coats in new saddle-back style; 36-inch—*$195.* Trimmed with Ermine and Fitch—*$250—$375—$750.*

Hudson Seal Coats trimmed with Ermine, Fitch, Silvered Fox and Chinchilla— *$175—$225—$325—$550—$650.*

French Seal Coats trimmed with Fitch, Chinchilla-squirrel and Skunk-opossum— *$100—$150—$225.*

In Sets "combination" is the keynote—Luxurious *Muffs* and *Scarfs* in Seal with Fitch or Burim Duki, Mole with Seal, White or Amber Fox with Velvet; also Sets in Taupe Fox, Cross Fox, "Silvered" Fox and the Rare Natural Silver Fox— *$75 to $1,500*

Modish Leopard Sets for Young Misses, $50. Fox Sets, $50—$75—$85. Handsome Combination Fitch and Mole Sets, $135. Hudson Seal and Black Fox Sets, $95. Draped Sets in Fox or Mole, $150

McGibbon & Co.

Linens and Handkerchiefs

Our Stock of Housekeeping Linens and Handkerchiefs, for which we have been noted for years, is greater and more representative than ever before.

Table Damasks Handkerchiefs
Bedroom Linens Decorative Linens
Towels and Towelings

Special attention given to Bridal Trousseaux and estimates furnished on application to aid in making selections.

37th St. West, near Fifth Ave.

Old pictures with histories of their own, quaint prints, and out-of-print books offered in The Book Exchange of THE NEW YORK TIMES REVIEW OF BOOKS. Every Sunday.—Adv.

SAILORS CONDEMN FIRE FIGHTING APPARATUS CARRIED BY STEAMER VOLTURNO

BRAVED DEATH TO SAVE THOSE ON BLAZING SHIP

(Continued from Page Four.)

pathy for those poor people aboard. We stood at the rail all night long. Nobody slept.

"The most agonizing thing was that we were so near and yet were unable to succor the helpless.

"Capt. Barr of the Carmania directed the work of the other Captains because his was the biggest ship and the only one that had a searchlight.

"As he played this on the water about the Volturno we could see the bobbing heads of those who had jumped overboard. The sight was ghastly. No words can describe it."

Mrs. Burden said:

"Please don't ask me about it. It haunts me yet like a nightmare. Once we passed so close to the Volturno's stern that we clearly distinguished in the glow of the flames the fear-distorted faces of the human mass huddled on the after deck. Yet they were silent as the grave. All were mute, and not one outcry was heard. The poor wretches had yelled themselves hoarse during the day.

"The passengers are unanimous in praising Capt. Barr. It was he who sent the wireless message to the Narragansett to hurry up with the oil needed to quiet tht water."

Mrs. Jeffrey Creighton of Brooklyn said:

"It was a most awful thing. Long before we got to the burning vessel, miles away we saw a huge pillar of smoke on the horizon. When we arrived the Volturno's forward part was only smoking. Then flames burst forth and we could see the people rushing about frantically.

"The sight of the burning ship, the blazing rockets at night and the violent explosion on the Volturno were terrible and weird beyond words.

"But the rescue of the spent swimmer by Heighway was splendid—the bravest thing I ever saw.

"I stayed up till morning. Nobody slept."

STORIES OF HEROIC DEEDS.

Work of the Great Rescue Fleet Is Praised by Passengers.

FISHGUARD, Tuesday, Oct. 14.—When the Carmania arrived here about 2 o'clock yesterday afternoon, the first vessel to reach port of those that succored the burning Volturno, Capt. Barr refused to say a word about the disaster and the rescue until he reached Liverpool and had delivered his report to the Cunard Company.

From the ship's bulletin, to which he referred the correspondent, and from passengers on the Cunard liner new and thrilling chapters of the great sea tragedy were brought forth.

Arthur Spurgeon, manager of Cassell & Co., the London publishers, who sent Trintepohl's graphic story by wireless and described the rescue work around the burning vessel, supplemented his dispatches with additional details upon his arrival.

"The story of what took place on board the Volturno before the arrival of the Carmania," he said, "will probably not be known until Capt. Inch makes his official report. Some say the boats were launched in an orderly manner. Others say that a panic took place, resulting in the taking over of the boats by the fear-crazed crew after the fire got out of control. It seems to be agreed that there were 120 souls in these boats, all of whom are killed or drowned. The Carmania passengers were told that not more than one-third of those in the boats were women and children.

"When Capt. Barr gave the order to launch a lifeboat it was received with a ringing cheer, but the attempt at rescue failed, and, as further efforts to get alongside the Volturno meant certain death to the boat crew, First Officer Gardiner regretfully gave the order to turn back. After two hours' battling with the sea, the boat again came within hail of the Carmania and was almost smashed against the side of its own ship. But finally it was lifted aboard amid cheering.

"Late in the afternoon, after the fleet of rescuing ships had gathered about the doomed ship, the Captain of the Volturno sent a message that the situation was becoing desperate.

"Attempts were made to send rafts from the Carmania, and these almost reached the burning vessel, but just missed it, and thereby was lost the chance to get a line aboard.

"Soon afterward Capt. Inch reported that the upper plates would soon give way. An explosion that seemed to seal the doom of the ship followed. In desperation an attempt was made by the Volturno to send a boat with a line to the Grosser Kurfürst, but the boat was hurled against the German liner and wrecked. The men were saved.

No Sleep on the Carmania.

"The night aboard the Carmania was one never to be forgotten. No one got more than snatches of sleep. Some prayed for the souls in peril. All were racked with heart-breaking anxiety.

"Our utter helplessness was appalling. The finest fleet of liners ever gathered in one spot in the Atlantic were practically impotent, even with their splendid equipment, to render aid on account of the great waves.

"Soon after midnight the Grosser Kurfürst succeeded in lowering a boat, which had almost as painful an experience as the Carmania's. After getting within speaking distance of the Volturno the officer in charge of the boat shouted to the passengers to jump. But either they did not hear or were afraid to respond.

"The people aboard the fire ship were in a state of semi-collapse; they were overcome by the sight of the destruction of many of their fellows in the morning. They knew that the fire was creeping on them inch by inch. When the detonators and rockets stored in the chart room exploded they thought the end had come. Terror drove them almost mad. 'It was hell,' Trintepohl said.

"Meanwhile disaster threatened a boat crew from the Minneapolis because of a broken rudder. The searchlight of the Carmania revealed their plight, and a boat was sent to their rescue. When brought alongside the Cunarder their boat was smashed against the side, but the officer and crew were saved. They had been out for five hours.

"This time, spent in rescuing the Minneapolis's boat, affected Capt. Barr's plan of operation. He had four boats ready to launch, but was now furthest from the scene. Capt. Barr then signaled the other Captains that his ship was difficult to manoeuvre and if they could do the work he would stand aside.

"At daybreak the gale moderated and then a miracle occurred. It resulted in the salvation of the Volturno's crew and passengers. When Capt. Barr sent out a call for a tank steamer there came back a reply from the Narragansett:

"There with the Milk."

"'We will be there with the milk,' (the sea name for oil.)

"On the arrival of the tank, huge quantities were pumped around the Volturno, making it safe for the lifeboats to approach. It was a stirring spectacle, when the great liners put off their boats, which danced over the shimmering, oil-filmed waters to the work of rescue. And soon the Volturno was left a derelict."

The first intimation received by the passengers of the Carmania that anything unusual had happened was while they were at breakfast on Thursday when the breaking of green seas on the deck above them and the plunging of the vessel indicated that the Carmania's course had been changed and that she was speeding in the face of a gale.

Immediately on receipt of the "S. O. S." signal, Capt. Barr doubled-manned the stokeholds and the Carmania was soon traveling at such a speed as she had seldom attained since her trial trips.

The first lifeboat launched by the Carmania after she arrived near the Volturno fought the seas for three and a half hours, and, according to the spectators, only the use of sea anchors and the magnificent seamanship of First Officer Gardiner saved the craft and its crew from certain destruction.

Waved Handkerchiefs to Cheer.

After the failure of the lifeboats from the Carmania to reach the burning ship and when Capt. Barr manoeuvred his vessel close to the Volturno the passengers on board the Cunard liner did everything in their power to encourage the terrified crowd, huddled together in the afterpart of the Volturno. They waved handkerchiefs and shouted cheering words through megaphones, to which they received answering signals from the emigrants on the Volturno.

T. W. Duller of New York, describing how the passengers were saved, said that ropes were cast from the lifeboats to the Volturno and the passengers were made fast to these and slung overboard. He continued:

"I saw no panic. The passengers of the Volturno were all wearing lifebelts and seemed to be quiet. I saw two boats floating bottom up. These two probably were the boats safely launched and afterward reported missing.

Balked in his attempts to establish communication between the Carmania and the Volturno, Capt. Barr sent out broadcast wireless signals, which brought to the vicinity a great fleet, including the vessels of which had changed their courses to hurry to the succor of the doomed ship. The Seydlitz was the first vessel that hove in sight at 3:30 o'clock in the afternoon. She was followed by the Grosser Kurfürst and others in quick succession.

As the senior officer present, Capt. Barr took command of the rescue operations. He directed the smaller vessels to stand close in as they ran less risk than the Carmania and he had his crew rig additional searchlights with which the whole scene was kept vividly illuminated.

Humphrey Jones, a passenger on the Carmania, said the international fleet worked splendidly and with the regularity of a naval review. The Grosser Kurfürst, the Kroonland, and the Czar did wonderfully.

The spectacle of the burning ship in the middle of a ring of vessels impotent to help was, he said, too terrible for him to describe. But for the subsidence of the storm all on board the Volturno must have been lost, he said.

FLAMES WERE 80 FEET HIGH.

Fifty of Crew and Passengers Killed by Explosion, Says the Report.

ON BOARD THE GROSSER KURFUERST, (By Wireless to Cape Race,) Oct. 13.—The passengers and crew of the Grosser Kurfürst witnessed some thrilling scenes when their vessel, called by distress signals from the Volturno, arrived in her vicinity. The flames from the hold of the Volturno were leaping eighty feet into the air through the hatchway, and it was learned that fifty or more of the Volturno's crew and steerage passengers had been killed by the explosion and the fire.

One of the Volturno's boats with forty passengers on board capsized while being launched, and all were lost. Two others with sixty to eighty passengers and crew on board got away, but apparently were lost.

Altogether twelve liners were brought by the wireless distress signals within hail of the Volturno. The Carmania, Seydlitz, Grosser Kurfürst, Kroonland, New York, Devonian, Touraine, Narragansett, Minneapolis, Asian, Rappahannock and Czar.

Second Officer E. Lloyd of the Volturno was one of the heroes of the disaster. He fell from a height of twenty feet, while repairing the wireless apparatus on board his vessel, but continued to fight the fire all day, finally in the evening making a perilous trip to the Grosser Kurfürst in a small boat with three others from the Volturno.

The 105 survivors of the Volturno tragedy coming to this port on the Grosser Kurfürst were little the worse yesterday for their peril from fire and water, according to a wireless message received here from Dr. Joseph J. O'Connell, Health Officer at Quarantine. Dr. O'Connell is a passenger on the Kaiser Wilhelm II., also westward bound. His message said:

Grosser Kurfuerst, with 105 survivors of Volturno, about 600 miles from New York, saluted by Capt. Dahl of Kaiser Wilhelm II. for their heroic work, reported all well. Grosser Kurfuerst will arrive Wednesday.

SAY VOLTURNO FIRE APPARATUS WAS BAD

Former Sailors Tell of Rotten Hose and Ill-Placed Extinguishers.

CARGO WAS INFLAMMABLE

In Their Time It Consisted Largely of Oil Which Gave Off Dangerous Vapor.

Special Cable to THE NEW YORK TIMES.

ROTTERDAM, Oct. 13.—Two sailors who have made thirty-two voyages on the Volturno, but left the ship in December last, asserted to-day that the fire-extinguishing apparatus on the Volturno was very imperfect. The hand extinguishers, they said, were never placed in an accessible position, although the members of the crew had drawn the officers' attention to the fact. They said that the fire hose was also in very bad condition; that the former Captain, Nelson, had looked very carefully after these matters, but the present Captain seemed not to have troubled himself about them.

In proof of this they said that during their last voyage the boatswain and chief officer supplied them hose for the purpose of flushing the quarters of the third-class passengers which was so full of holes as to be almost useless.

The Volturno had sixteen boats, four of which were collapsible, while four were rafts. All of them would afford accommodations for 1,150 persons.

Before the voyage the inspectors had fire-extinguishing apparatus practice, but this was got over in the quickest possible time. The boat drill also took place during the voyage. Everyone in the crew was supposed to know the boat to which he was detailed. Sometimes the boats were inspected in New York, but not always. The advantage of these fire and boat drills was minimized by the fact that the crew was often changed at the end of a voyage.

The Volturno, they said, always carried a very inflammable cargo. As a rule she carried oil in iron barrels, which gave off a vapor when exposed to the air. At the beginning of this year one of these barrels fell into No. 4 hold when the ship was in New York Harbor and burst, causing a small fire. This also happened on a voyage from Halifax to New York. One of the oil barrels was damaged, and the fumes given off caused some of the crew to become insensible. After this the barrels were stowed in the hold, and a quantity of peat moss and litter was placed over them. The remainder of the cargo consisted of fats and oils.

Both sailors thought they ought to make these facts known in the interest of the public, especially with regard to fire appliances. They believed the whole disaster might have been avoided if these had been kept in order.

They were not in a position to say whether any improvement had been made during the last voyage of the Volturno, but they thought it very unlikely after their previous experiences. They had often asked that attention be given to these matters, but no notice had ever been taken of their request.

NO FIRE DRILLS IN HIS TIME.

Ex-Surgeon of the Volturno Saw None in Six Months.

Special to The New York Times.

ALBANY, Oct. 13.—During the six months that Dr. Elwin W. Hannock of 78 South Swan Street, Albany, was ship's surgeon on the Volturno there were no fire drills held on the boat, according to the statement made by the physician to-night. The boat was not built for ocean travel, but for use on the Mediterranean, Dr. Hannock said. And, speaking from the point of view of a landsman, he said he was always of the opinion that it was not a safe boat. Dr. Hannock was ship surgeon from June, 1911, to January, 1912, on the last trip during that time passing through a storm, he said, which caused considerable damage to the boat and occasioned much worry among those who had friends on board.

ONE RESCUE SHIP TO ARRIVE TO-DAY

Grosser Kurfuerst, with 105 Volturno Survivors on Board, Now Nearing This Port.

KROONLAND'S GOOD WORK

Red Star Captain Sends Thrilling Report of His Ship's Part in Saving Lives.

The North German Lloyd liner Grosser Kurfürst and the Kroonland of the Red Star service of the International Mercantile Marine, two of the fleet of ships that steamed full speed to the assistance of the Volturno, when that vessel was burning, were in communication with New York yesterday, for the first time since the disaster. Both are speeding this way, the only two of the succoring squadron bound for this port. The Grosser Kurfürst has 105 survivors, and the Kroonland, eighty-nine on board.

The Kurfürst may reach New York to-night, but the last wireless information from the Kroonland indicated that the Red Star liner would not be off Sandy Hook before some time early to-morrow morning.

Both Capt. Kreibohm of the Kroonland and Capt. Spangenberg, of the Grosser Kurfürst, sent by wireless complete lists of the survivors on board their ships, and subsequently both Captains sent much information about the thrilling rescue work in which they and the officers and men under them had borne so important and meritorious a part.

This delayed message from the Captain of the Kroonland, dated Oct. 9 and sent by way of Sable Island, reached the Red Star Line offices last night:

Oct. 9, at 9:20 morning, in 47.44 N. 26.00 W. After having received call from Carmania that Volturno was burning and in extreme danger in 49.12 N. 34.51 W., steered immediately for indicated spot and found Volturno burning seriously. Carmania, Grosser Kurfuerst, Sydlitz standing by. Immensely high sea, strong gale. Went as near Volturno as safety permitted. Saw two-thirds of ship burning like furnace. Survivors crowded on afterpart. Any delay fatal.

Called for volunteers and sent boat commanded by Fifth Officer Kummel. Sea too high, gale too strong, impossible to try Lyle gun. This was at 8:10. Sent two boats under Second Officer Mansfield and Fifth Officer Kummel; returned at 12:20 and 1 o'clock, respectively, with three and ten rescued men. As fire on Volturno kept from after end, kept manoeuvring near ship. At 2:50 sent three away after many trips. At 9 the last left alongside carrying the Captain. Nobody left on board. We had succeeded in taking off 88 persons and the Captain's dog. At 9:30 boat replied and full speed ahead. Captain of Volturno tells me that one boat with cabin passengers left Thursday morning, but they were split; fate of crew uncertain. Another boat containing steerage passengers smashed under counter and all perished. Third boat got possibly away safely. Carmania and Campania searching for it.

Praise Kroonland's Men.

From the passengers of the Kroonland came a wireless to the International Mercantile Marine expressing their admiration for Capt. Kreibohm and his subordinates for their gallant work in the face of one of the worst calamities in the history of the transatlantic trade.

The first detailed account of the burning of the Volturno sent direct to New York from any of the ships in the rescue squadron was from Capt. Spangenberg and was received immediately following the receipt of the official list of the saved on board that vessel.

The message of the German Captain told of the arrival of his ship on the scene at a time when the Volturno was ablaze from stem to stern and likewise referred to a terrific explosion that had hurled to death many of the passengers and several members of the crew. The Captain's message in part duplicated one he sent to Bremen. The part not previously published is as follows:

Saved during the night 32. At dawn additional 68. Volturno sent boat with five men to us who were taken on board. Boat immediately afterward sank. Saved by Kurfuerst 86 passengers, second officer, one engineer, 16 of crew. Total saved by all ships 523. About 100 are missing.

SPANGENBERG.

Message from the Seydlitz.

Soon after the receipt of the message from Capt. Spangenberg the North German Lloyd officials received another from the Captain of the Seydlitz of the same line, bound for Baltimore. This message gave the list of survivors on board that ship, and said that the liner was due to arrive at Baltimore a week from to-morrow.

At the same time that the North German Lloyd officials were in communication with the Grosser Kurfürst, the Red Star Line officials were in touch with the Kroonland. The first message from Capt. Kreibohm of that ship gave the names of the survivors on board the Kroonland.

There was a line sent with the names in which Capt. Kreibohm said that Capt. Inch, the youthful skipper of the burned Volturno, who is among the survivors on board the Kroonland, had told him that there was a thousand cases of gin on the Volturno, and that the fire had reached the part of the ship where the gin was stored when he deserted the ship. This was taken to indicate that immediately after Capt. Inch left the ship another big explosion had occurred.

Still another message from the Kroonland was from the first cabin passengers which was signed by Arnon Squires one of the saloon passengers. It was as follows:

Kroonland cabin passengers unite in praise of the heroism of Captain, officers, all of crew, for rescues from Volturno. Kroonland sent first lifeboats, and saved a total of 89 persons. ARNON SQUIRES.

At noon Sunday the Kroonland was 1,280 miles east of Sandy Hook. This indicates, it was said at the offices of the Red Star Line, that the ship would be off the Ambrose Channel Lightship at midnight to-morrow, and that she would dock about 8 o'clock Thursday morning.

Sends Sympathy to Rescued.

Last night Vice President P. A. S. Franklin of the International Mercantile Marine sent this wireless message to Capt. Kreibohm.

Express our deepest sympathy to Captain, officers, crew, and passengers of the Volturno, and also accept for yourself, officers, and crew of the Kroonland, our great appreciation of the meritorious services rendered. Do not restrict use of wireless, and allow passengers to send any news which does not conflict with the facts. P. A. S. FRANKLIN.

No messages were received from Capt. Inch or any of the other surviving officers of the Volturno by the local officials of the Uranium Line.

LISTS OF THE SURVIVORS.

Rescued Aboard the Kroonland, Grosser Kurfuerst, and Others.

The masters of the Seydlitz, the Kroonland, the Grosser Kurfürst, and La Touraine sent by wireless to the offices of their respective lines yesterday complete lists of the passengers, officers and seamen rescued from the Volturno.

Those aboard the Kroonland are:

PASSENGERS.

Sternberg, Lobel.	Bjelivick, Stevan.
Singer, Emmy.	Alexowitsch, Stevan.
Shut, Sossel.	Filiak, Powel.
Shut, Kry.	Lovaic, Molivan.
Abellenzstetzsky, —.	Brutkewisz, Silorka.
Kaschminsky, Rachel.	Horet, Ann.
Lucyena, Maria.	Jonas, Cheret.
Soster, Anton.	Grunefeh, —.
Noossl, John.	Knotel, Heinrich.
Sawitzsch, Spelro.	Dourneur, Angel.
Londer, Wewel.	Dourneur, Victor.
Schubert, Gustav.	Kosiszek, Katuse.
Konig, Paal.	Bertah, Binasich.
Berezowska, Sara.	Berta, Binasich.
Puhrman, Nonich.	Bidiw, Hanke.
Krizanar, Imbro.	Badiwa, Stefan.
Bernau, Liebe.	Badiwa, Stasch.
Weissermann, Feige.	Bokawslawsky, Rachel.
Weissermann, Liebe.	Bokawslawsky, M.
Balsaic, Ferdinand.	Chladolz, Karolina.
Lazwick, Malke.	Fischbeck, Geine.
Joseph, Magdalena.	Martini, Eva.
Bronislaw, Mariana.	Ruvins, Ester.
Stajan, Ostasa.	Mischma, Anna.
Privatsch, Dimi.	Muschmaa, Antonia.
Numshekert, Maria.	Degroot, Anna.
Pollak, Milka.	Bourgogneau, Henri.
Pollak, Golde.	Stewart.
Pollak, Gune.	Jag, Jan.
Coercorics, Marco.	Lactasle, Julv.
Paltiska, Chalke.	Gollic, Blaz.
Kuzmir, Chaim.	Podlovac, Joan.
Kanuch, Milo.	Vudovic, Rade.
Spanovic, Stevan.	Vudovic, Mihailo.
Dragojevic, Janko.	Three children without parents.
Prottsche, Kroisch.	

CREW.

Inch, F., Master.	Pennington, C. H., second Marconi operator.
Dewelr, R., chief engineer.	Ferichae, H., second engineer.
Malmson, —., second engineer.	Stewart.
Bellfield, J., fourth engineer.	Sarnen, A.
Stegmeier, M., fifth engineer.	Biltz, Ado, mess Steward.
Seddon, W., first Marconi operator.	Degroot, M., waiter.
Gouderson, O.	Baller, K., third baker.

ABOARD THE GROSSER KURFUERST.

PASSENGERS.

Rubin, Reimer.	Schissne, Jonatz.
Militschewics, N.	Reputzky, Konstandon.
Jeresmel, Vaset.	Matwat, Lalko.
Gerosevitel, Spurd.	Karlowic, Josip.
Rade, Iolis.	Bogovic, Urkol.
Gorao, Adam.	Schwenk, Heinrich.
Meistorowic, Stojah.	Kowoll, Otto.
Gorth, Adam.	Karpaiski, David.
Miljewic, Simon.	Gatz, Itzig.
Silazki, Josef.	Kahan, Ruwen.
Selamic, Jwan.	Dschilikaj, George.
Petrz, Mio.	Micevitz, Mio.
Kavour, Rimon.	Buskaric, Olijans.
Traikobic, Todor.	Karatevic, Steve.
Medelkevics, Pelkvio.	Macon, Mile.
Raschko, Vasi.	Schefotvic, Gjuro.
Wagadanovic, Drago-ma.	Kovatis, Nikolo.
Korabe, Jwan.	Vuletio, Pane.
Bosanwic, Gura.	Vovcapio, Lazo.
Zibok, Josip.	Vovcapic, Mile.
Urost, Mirko.	Gzjurim, Gaja.
Stiminow, Alexo.	Zec, Mattia.
Atanasow, Petkr.	Ginbalizki, Jeremin.
Steranko, Ferkus.	Zagrobosky, Josef.
Xorugat, Josif.	Karwfuk, Simeon.
Malkevic, Mino.	Kowarkoitis, Kasimur.
Dragizevic, Jwan.	Cimesa, Mile.
Stalcio, Jwan.	Rabec, Sima. M.
Vujanovic, Stefan.	Cimesa, Milovan.
Milos, Nordzjar S.	Jandra, Mikulic.
Zalac, Bozo.	Vereczewsky, Jaso.
Jurka, Jan.	Dragic, Erar.
Burtbala, Wladimir.	Geuseco, Adam.
Fastner, Sebasden.	Marquo, Edmund.
Jablonicki, John.	Zelankevic, Wladislaw.
Mogreucik, Adolf.	Milaetin, David.
Pressman, Salman.	Rabinowic, Pinclus.
Ventille, Demetri.	Posautz, Walentin.
Raschitzki, Josef.	Petrovic, Michal.
Losane, Michal.	Kipper, Johann.
Jabowski, Josef.	Wechsler, Salomon.

CREW.

Lloyd, Edward, second officer.	Heberle, Friedrich, galleryman.
Duesselmann, Walter, third officer.	Fischer, Maxmillan, galleryman.
Pintsch, Alfred, third engineer.	Kwasnewski, Wladislaus, steward.
Sodorstroem, Viktor, boatman.	Ohlsen, Sigurd, sailor.
Kalwing, August, carpenter.	Jungquirt, Albert, sailor.
Funken, Frank, storekeeper.	Pershon, Ferdinand, stoker.
Reisewitz, Robert, steamcook.	Graun, Alfred, stoker.
Williges, Jacobus, barber.	Lebrecht, Paul, stoker.
Dunexter, —, waiter.	Rudoll, Sam, stoker.
Jacobus, Jan, waiter.	Burns, John, stoker.
	Redbi, Meikel, stoker.
	Madamusme, Ahmed, trimmer.
	Slic, Adam, stoker.

ABOARD THE SEYDLITZ.

PASSENGERS.

Baumgarten, Adolf.	Dandel, Andreas.
Steinberg, Charna.	Georgieff, Petar.
Jablonetzka, Rosalie.	Lieff, Wasil.
Posautz, Marie.	Kurjowski, Anton.
Wujek, Victoria.	Karetky, Andre.
Julkowski, Maria.	Krilenki, Kirile.
Tepe, Beile.	Kosutti, Petar.
Weisbrod, Blume.	Niloca, Cjurno.
Julkowski, Florian.	Milatowitch, Stev.
Julkowski, Bruno.	Pristrem, Pauel.
Aeppel, Abram.	Palowi, Nicola.
Tepe, Surke.	Stepasio, Janko.
Cherianowski, Iwan.	Smulski, Nicola.
Gejovik, Cjuro.	Simio, Adam.

CREW.

Schoenstein, —., engineer.	Kraan, —., pantryman.
Ahrens, —., carpenter.	Berkemier, —., Steward.
Schmidt, —., Quartermaster.	Teribig, —., Steward.
Karlsen, —., oiler.	Haus, —., Steward.
Nell, —., storekeeper.	Derkster, —., Steward.
Abilli, —., stoker.	Hilxer, —., Steward.
Mitchell, —., stoker.	Dobbelahr, —., boy.
Ply, —., trimmer.	
Kalbeck, —., trimmer.	

ABOARD LA TOURAINE.

Hecaabambo, Angelo.	Paskovsky, Hannalas.
Khuwenski, Wasliy.	Chocovsky, Petro.
Kalantac, Michael.	Tilour, William.
Badda, Friedrich.	Pachinski, Thomas.
Balaz, Michael.	Laibjon, Laibjon.
Leizer, Fuchman.	Silberstein, Mier.
Milikovsky, Abraham.	Amolik, Salman S.
Kolaric, Iliiya.	Macanets, Joseph.
Calle, Evan.	Uddbriats, Ivan.
Parko, Ignac.	Bohents, Thomas.
Abanas, Mato.	Schneider, Adolf.
Ranella, Rafael.	Oliver, Francesco.
Magnovoski, Franz.	Nogel, Wilhelm.
Mesendau, Yanos.	Mermeran, Henrich.
Jodan, Lisbau.	Adam, Debruin.
Weisberg, Refuel.	Weisberger, Isaac.
Eppl, Refuel.	Froim, Epple.
Nilcheski, Michael.	Semtchakovitch, Marianna.
Semtchakovitch, Bronislaw.	Yulkowski, Helena.
Yulkowski, Geneva.	Yulkowski, Franzlas J.

SCORES SEEK NEWS OF KIN.

Anxious Crowds Throng Offices of the Uranium Line.

The offices of the Uranium Steamship Line, at 13 Broadway, were crowded yesterday with relatives and friends of the Volturno passengers, many of them sorrowing, and all anxious to find out if this or that kinsman or acquaintance was among the saved. One of the first of the inquirers to arrive was Mrs. Max Eitel of Hawthorne, N. J., whose brother, Walter Dusselman, was second officer of the Volturno. She was in deep distress, but soon was reassured that all was well with her brother, who is among the survivors on board the Grosser Kurfürst.

When told that her brother was safe Mrs. Eitel fainted and was carried into the private office of an official of the line, where she was revived and then became hysterical. Afterward she was taken to her home by an employe of the steamship company. Mrs. Eitel said that another of her brothers, who was the second officer of the Hamburg-American Liner Prinz Friedrich Wilhelm, had been killed in a railroad accident while on his way to Hawthorne to visit her.

Abraham Tepper, who would not give his address, went to the offices of the line and made inquiries for his family consisting of five persons. He said a cousin of his also was on board the Volturno. He was told that his family and the cousin were safe on board the Kurfürst. He tore his hair and shouted and it took the employes of the line several minutes to quiet him.

Judge Leon Sanders, President of the Hebrew Sheltering and Immigrant Aid Society, issued the following statement last night:

This afternoon at a conference held under the auspices of the American Red Cross Society the Hebrew Sheltering and Immigrant Aid Society offered to take care of all survivors of the Volturno irrespective of race, creed and nationality assigned to it by the Red Cross Society. This offer of help was accepted and the Hebrew Sheltering and Immigrant Aid Society now appeals to all those of its friends who have automobiles to place their machines at its disposal so that those passengers from the Volturno may be as expeditiously as possible brought to the society's Immigrant Home, 229-231 East Broadway.

Will friends of the institution telephone their readiness to co-operate in this respect immediately? The telephone number is Orchard 2635.

The officials of the society will render every human service to the survivors.

MAYOR CALLS FOR AID.

Issues Appeal for Funds to Relieve Volturno Survivors.

Mayor Ardolph L. Kline, through his executive secretary, James Matthews, issued an appeal to the citizens of New York City yesterday for aid for the suffering and destitute survivors of the ill-fated Uranium liner Volturno. The appeal was issued at a meeting of the Red Cross Emergency Committee, which was held last night in the United Charities Building, at Fourth Avenue and Twenty-second Street. The appeal was as follows:

Another urgent appeal is made to the sympathy of our citizens by reason of the terrible disaster at sea. Reports received to-day from various sources indicate that a substantial fund will be required for the relief of the destitute survivors of the burned Volturno, who are now on their way to New York City. It is possible that some of those survivors who are aboard vessels bound for other ports may eventually be brought to this city, and provision will also have to be made for their relief.

Contributions may be sent to the office of the Mayor, in the City Hall, or to Jacob H. Schiff, Treasurer of the New York Red Cross, 52 William Street. It is hoped that the response to this appeal will be both prompt and generous.

Arrangements have been made, as was done in the case of the Titanic and other recent calamities, for the disbursement of this fund through the Red Cross Emergency Relief Committee. A. L. KLINE, Mayor

Relief Committee Enlarged.

Robert W. De Forest, Chairman of the Red Cross Emergency Relief Committee, presided at the meeting, the members of the committee present being Otto T. Bannard, Edward T. Devine, Mrs. W. K. Draper, and Miss Florence Johnson. Jacob H. Schiff, Treasurer of the committee, was unable to be present, as were a few other members of the committee.

In such exigencies as the present the committee is always augmented. Those added to assist in the work were Leopold Plaut, President of the United Hebrew Charities; E. O. Thomas, President Director of the Uranium Steamship Company; Byron H. Uhl, Acting Commissioner of Immigration, and Miss Sadie American, President of the Council of Jewish Women.

Mr. De Forest reported a contribution of $5,000 to the relief fund by Jacob H. Schiff.

W. Frank Persons, director of the committee, announced that the arrangements which were being made for the relief of the survivors of the Volturno promised to exceed in practicability and effectiveness any similar plans ever made for a like emergency. He said that before the first rescue ship reached New York plans would be perfected and all organizations and institutions joining in the work would have reached a common understanding in regard to their particular part in it.

"The relief and identification work," said Mr. Persons, "will be far more complicated than in the case of the Titanic, because most of the survivors are foreigners of different nationalities, and there probably will be members of many families divided and distributed on the several rescue ships."

New York the Clearing Point.

"While many of the passengers of the Volturno may have originally embarked to land at Halifax on account of the destination of the rescuing ships, practically all of those coming westward will be landed in New York. New York will be the clearing point and place where families and friends rescued by different ships will have to be brought together.

"We have arranged with the Commissioner of Immigration to discharge the formalities attending the landing of immigrants, and these survivors will be landed with as little delay as possible.

"The Council of Jewish Women is taking care of the distribution of clothing. This committee will be in entire charge of the work of relief and will direct the work of other organizations. We will receive all money contributed to the fund and, save in the case of the Council of Jewish Women, the appeal is for funds alone.

"The survivors will be arranged with regard to their nationality and religion and given over to the care of the particular institutions interested in them. We hope to be able to inform the various charitable institutions before the rescue ships come in just how many persons they will have to care for, their sex, and their need.

LAMAR WILL IGNORE COURT ORDER HERE

Judge Hunt Gives Him Until To-morrow to Appear or Forfeit His $3,000 Bail.

TO CONTEST FORFEITURE

Contention Being Bail Was Canceled in Washington and Illegality of That Will Have to be Proved There.

David Lamar, the so-called wolf of Wall Street, was ordered yesterday by Judge Hunt to appear to-morrow in the Federal District Court in this city and answer the charge of having impersonated Congressman A. Mitchell Palmer of Pennsylvania and Senator W. A. Stone of Missouri and falsely representing himself as acting under the authority of Speaker Champ Clark in order to defraud Lewis Cass Ledyard, J. P. Morgan & Co., the United States Steel Corporation, and other individuals.

If Lamar complies with this order the court announced that it would not forfeit the bond for $3,000 which George W. Ray furnished to Commissioner Taylor of Washington for his appearance here on Oct. 7. As Mr. Ray has written to District Attorney Marshall, apparently in some concern as to his chance of losing the money, to know what action was to be taken, so that he might produce Lamar at the proper time, it is believed by the District Attorney's office that the Wall Street man will answer this summons.

So far as known to the Government officials when Mr. Ray was induced to go on the bond of Lamar he did not receive any indemnification.

When some days ago the District Attorney here made a motion for the forfeiture of Lamar's bond it was stated by Henry E. Davis, Lamar's counsel, that the bond had been already canceled by Commissioner Taylor in Washington. Though Lamar had at first given security for his appearance here on Oct. 7, he decided to make an appeal by habeas corpus proceedings, and so the Commissioner canceled the first bond long enough to have the habeas corpus instituted, and then again released Lamar in the same bail on a new bond. Mr. Davis wanted Judge Hunt to reserve his decision on the application for the forfeiture of the first bond until after the Supreme Court of the District of Columbia should have decided the habeas corpus application, the argument on which will take place in Washington to-day.

WASHINGTON, Oct. 13.—David Lamar received a telegram to-day from the United States District Attorney in New York saying that unless he appeared in the United States Court there next Wednesday his bond of $3,000 would be forfeited. A representative of Lamar said to-night that no attention would be paid to this notice.

"If the purpose of that proceeding in New York," he said, "is to get possession of the $3,000 represented in the bond the proceeding will have to be undertaken here in Washington. The bond was canceled and discharged by the United States Commissioner here. To collect the amount of the bond it will be necessary to begin a civil suit here, basing the suit on the theory that the commission had no power to cancel it. We would defend the Commissioner's action on the ground that the proceeding was regular.

"If the purpose of the proceeding in New York is to get a new warrant for Lamar's arrest it would be necessary to swear it out in Washington. Then the matter would have to be heard all over here on the basis of extradition proceedings."

Revillon Frères
Furs
FOUNDED 1723

Coats and wraps of the choicest skins in the interesting modes of the present season.

Also the year's novelties—the long evening cape, the sleeveless wrap for afternoon and the new scarfs and muffs in brilliant tints.

19 West 34th Street, New York
PARIS MONTREAL LONDON

MEDIUM WEIGHT OVERCOATS
Reduced from $22 & $25 for Today & Wednesday
$17.50

A Big Assortment of fancy Grays, Tans and Browns — also staple black and oxfords.

Lined with serge—satin sleeve lining. Tailored in Our Own Factories, and we can guarantee them in every possible way.

Other Suits & Overcoats
$15
$20
$25
and up to $50

Smith Gray & Co.
NEW YORK
BROADWAY AT WARREN ST
5TH AVENUE ABOVE 27TH ST.
4 STORES
BROOKLYN
FULTON ST. AT FLATBUSH AV.
BROADWAY AT BEDFORD AV.

GIMBELS
Store Opens at 8:30 and Closes at 6 P. M.

"We Have Men's Overcoats From $19.50 to $65"

says our Clothing expert—"and you needn't be afraid to talk about them from any angle—their style, their materials, or the way they're made. And men want to know about overcoats now—it's getting cold.

It really is a remarkable collection of Overcoats, from which any man should be able to choose one to suit him without difficulty.

There are Silk-lined Chesterfields and rough-and-ready Overcoats of homespuns that are excellent at $19.50.

At $50 are Overcoats of finest Vicuna, tailored by a little group of men who make the highest grade of dress clothing. And between these extremes are Overcoats in scores of styles, at a dozen different prices, including the characteristic London Overcoats that come to GIMBELS from a famous maker.

One Particular Overcoat at $30

—just come in, is worth especial emphasis.

It is the conservative Chesterfield style that the majority of men prefer; of soft-finished Vicuna in an excellent grade, in black and Oxford gray.

It is lined with heavy, pure dye Merveilleux silk, and superbly tailored by hand as far as practicable. In short, an overcoat of elegance and luxury, at a very moderate price. Fourth Floor

Men's New SHIRTS at $1

Clean-cut and attractive, with their candy and pin stripes, woven in black or colors, on white madras grounds. Plain bosoms and attached stiff cuffs—an object lesson in what excellent Shirts a dollar will buy.

Men's Sweaters That Are Special at $4.50

Heavy weight, for Winter sports. Of pure worsted, Shaker knit. With the comfortable roll collar; in Oxford gray and crimson.

Other roll-collar Sweaters, too, Shaker knit, at $5, $6.50 and $7.50, and in jumbo stitch, at $8.50. Main Floor

GIMBEL BROTHERS
BROADWAY NEW YORK THIRTY-THIRD STREET

Wild's

JWCo

Orientals

The Largest Specialty Rug House in America

Needed Guidance

If the amount you have to spend for an Oriental rug is limited, your course is simple.

You want to get the MOST for your money.

This does not mean, necessarily, what LOOKS to be most.

There are cheaply constructed Turkish and East India rugs to be found, large enough to furnish rooms, at $100 to $400.

They look good.

There are many Persians, boldly designed and poorly dyed, offered at these figures.

You will find undesirable Kermanshahs without end around these prices.

What you need is GUIDANCE—and confidence in the house that is giving it to you.

There are lots of good rugs in New York at $100 to $400, if you know where to find them.

Rugs like old Ispahans, made during the reign of Shah Abbas the Great, in the 16th Century, are an inspiration for the best of modern Persian weavers.

You cannot get worthy antiques at the prices mentioned, but you can get creditable reproductions, well woven and durable--rugs which mean something—at very reasonable prices.

They are better than spurious antiques.

Recently old Chinese designs have been woven in moderately priced Turkisk and Persian rugs with most excellent effect.

But the results must be judged by people who know the good from the bad.

While a certain portion of the Wild business is in higher priced rugs, we always specialize in this type of good medium-priced rugs.

If your need is for a room-size Oriental at moderate price—we are saying from $100 to $400 for illustration—you should accept the guidance of those who are posted, following the example of people who are buying $1,000, $2,000 or even $10,000 rugs.

Sometimes we refer to our work as one of selection. It is rather a work of exclusion—of keeping out everything that is common and undesirable.

Our selection just now is larger than ever before. We believe we can meet any special requirement.

And every rug requirement is special.

We are pleased to provide experts to view your floors and decorations for the purpose of intelligently assisting you in making a choice.

Joseph Wild & Co.
Fifth Avenue & 35th Street
NEW YORK

TRANSATLANTIC CABLE DISPATCHES TO THE TIMES

KIEFF COURT VISITS SCENE OF CRIME

Weird Effect in the Lamp-Lit Cave Where the Body of the Boy Yushinsky Was Found.

"HIS PEOPLE KILLED HIM"

Alleged Declaration by the Boy's Aunt, Who Has Since Died—Story of a Mysterious Stranger.

KIEFF, Oct. 13.—The entire court engaged in the trial of Mendel Beiliss, accused of the murder of the boy Andrew Yushinsky in 1910, was transferred temporarily this afternoon to scenes having connection with the murder. The procession included the Judges, counsel, and jury, as well as the prisoner and witnesses. There were twenty-five carriages and motor cars, escorted by mounted gendarmes. Various points had to be reached on foot, and it was tiring work in the rain, as the district is very hilly.

At the brickworks where Beiliss was employed, at the cave in which the body was found and elsewhere informal sittings of the court were held for the purpose of verifying statements made at the magisterial examination. When the cave was reached twilight was falling, and lamps were needed. It was a grim scene, with armed police posted all around.

The first witness to-day was Dobjancsky, a publican, who testified that he had heard Yushinsky's aunt Natalie, who has since died from tuberculosis, say "His own people killed him." This remark, according to the witness, was made before the arrival of the authorities at the cave and before the character of the wounds on the boy's body had been ascertained.

Dobjancsky added that Yushinsky's uncle Theodor Nejinsky visited a cafe on April 1, 1910, ten days after the crime, when he seemed excited and his overcoat was splashed with clay.

A boy gave evidence that he had brushed and cleaned Nejinsky's coat on that day.

Another witness, Yastchenko, a stovemaker, told the court an extraordinary story of how on March 25, 1910, he saw near a ditch in the vicinity of the cave where the boy's body was found an unknown person, wearing black trousers, an overcoat, and a white scarf, and with black hair and mustache, walking toward the woods.

The witness said that when he subsequently learned of the murder he told his brother and some friends about the stranger, and some days later Nejinsky, who was then in the hands of the police, came to see him and said he was being persecuted. When Yastchenko described the stranger to Nejinsky the latter said, "Yes, that's he."

Twice afterward the witness was confronted with Yushinsky's stepfather, Luke Pridhiko, clothed in similar garments to those the stranger had worn and made up by a hairdresser at the police station to reproduce as nearly as possible Yastchenko's description of the stranger. The witness, however, was unable to identify Pridhiko, although he said he resembled the man he had seen.

Pridhiko was brought into court to-day, wearing a beard, and the witness stated that he could not identify him.

Pridhiko's wife, called to the stand, said her husband was bearded on March 25, 1910.

MORE SHIPS FOR THE CANAL.

Hamburg-American Company to Increase Its Capital and Build.

HAMBURG, Oct. 13.—The Directors of the Hamburg-American Company announced to-day that they proposed to increase the capital of the company by $7,500,000.

The proposal, which is to be submitted to the stockholders at a special meeting, is declared to be due to the necessity of largely increasing the company's fleet of freight carrying vessels in connection with the opening of the Panama Canal and for the establishment of a new Oriental service.

FOUND TOLL'S DIARIES.

Another Discovery by Russian Expedition Which Explored New Land.

ST. PETERSBURG, Oct. 13.—Confirmation of the report of discovery of new land in the Arctic Ocean was received by the Admiralty to-day in a brief official wireless report from Commander Wilkitzky of the Russian Navy. The newly found land extends in a narrow strip from about sixty miles north of Cape Tchelyuskin, also known as Northeast Cape, the northern termination of the Asiatic Continent, to 81 degrees north.

The Admiralty expedition, on board the transports Taimyr and Waygatch, left Vladivostok last July and surveyed the coast from Kolyma to Cape Tchelyuskin.

Commander Wilkitzky is a son of the famous hydrographer who died last year. He wanted to go west to the River Yenesei to winter, but met with solid ice, and on this account proceeded in a northerly direction, where he discovered land extending for 200 nautical miles.

The expedition was then compelled by the ice to return toward the east. When passing Bennett Island, in latitude 76.40 north, longitude 148.30 east, they found the diaries and documents of the ill-starred expedition under Baron Toll, which was lost in 1900. They also discovered a new island.

The expeditions under Nordenskjold, Nansen, and Baron Toll passed between Cape Tchelyuskin and the newly discovered land without noticing its presence.

The discovery of the new land is regarded as having the most important bearing on ice conditions in the Kara Sea.

SPECIMENS FROM NEW LAND

Brought Back by Russian Discoverers—Saw a Green Sun.

ST. MICHAEL, Alaska, Oct. 13.—Further details of the Russian discovery of new land north of Siberia were given to-day by Lieutenant Commander Wilitski. He said he succeeded to the command of the expedition after Gen. Sergieff was stricken with apoplexy in Bering Sea. Gen. Sergieff returned from Plover Bay on a Russian cruiser.

The ships brought back a remarkable collection of polar marine animal life, miscroscopic marine plants found near the new land and a large geologic collection. Nicholas Second Land, as the new tract was named, was discovered Aug. 21 and possession will be taken Aug. 23, Russian calendar. The Russian colors now are flying in latitude 80 N., longitude 100 E.

The ships witnessed a splendid occurrence, rare in the Arctic—the phenomenon of a green sun, lasting ninety seconds each time, at sunset July 30 and Sept. 14. The spectacle was sketched in colors by Lieut. Polsen, Chief Engineer.

The vessels have a barograph record of the Bering Sea storm and photographs showing the extreme inclination of the vessels during the storm, with mountainous seas apparently about to overwhelm them.

ALVERSTONE HAS RESIGNED.

Official Circles Believe Sir Rufus Isaacs Will Succeed Him.

LONDON, Oct. 13.—Confirmation of the report of the resignation by Lord Alverstone of the Lord Chief Justiceship was given to-day.

The choice of Lord Alverstone's successor appears to lie between Sir Rufus Isaacs, the Attorney General, and Sir Samuel Evans, President of the Probate, Divorce, and Admiralty Court. The opinion prevails in official circles that the probabilities are in favor of the appointment of the former.

A New American Bishop.

ROME, Oct. 13.—Monsignor Edward Kozlowski of St. Stanislaus's Church, Bay City, Mich., was to-day appointed by the Pope to be Auxiliary Bishop of Milwaukee, on the recommendation of Cardinal de Lai, Secretary of the Consistorial Congregation. The Rt. Rev. Joseph M. Koudelka, the present Auxiliary Bishop of Milwaukee, was appointed Bishop of the diocese of Superior.

Prof. Coolidge in Berlin.

BERLIN, Oct. 13.—Prof. Archibald Cary Coolidge of Harvard arrived here to-day to take up his duties as Exchange Professor at the University of Berlin during the next term.

BEAT POLICE, RESCUE SYLVIA PANKHURST

She Is Arrested While Addressing a Meeting and Militants Free Her After Furious Fight.

DROP BENCHES ON OFFICERS

Men and Women Also Use Chairs as Weapons—Zelie Emerson One of Those Hurt in the Battle.

LONDON, Oct. 13.—After a fierce struggle the police to-night arrested Sylvia Pankhurst in the East End of London, where she was making a speech. When, however, the police got Miss Pankhurst outside the building with the intention of placing her in a taxicab and rushing her to Holloway Jail, the militants attacked the police so savagely that they had to let her go, and she escaped.

Miss Pankhurst, who has an uncompleted term of imprisonment to serve, was not recognized until she threw aside the disguise which had enabled her to elude the police and enter the building. She was warmly applauded as she stepped on the platform, but had been speaking only a few minutes when detectives, accompanied by a body of uniformed police with drawn truncheons, entered the hall and made a rush for the platform.

The audience rose to their feet, and chairs began to fly through the air at the invaders. Some persons in the galleries even dropped benches on their heads.

The police gained the platform, and for ten minutes a desperate battle was waged, the officers using their clubs freely, and those on the platform utilizing chairs as weapons.

The police succeeded in dragging Miss Pankhurst down to the floor of the building, while reinforcements cleared the hall.

Outside the struggle was renewed with greater fury. Men and women were thrown down and trampled upon.

Concentrating the attack on the policemen who had the militant leader in their grasp, the women, with the assistance of several men, succeeded in tearing Miss Pankhurst from the officers' grip and she slipped away.

Some of the women afterward complained of having been thrown down and kicked by policemen, and men after the fracas were seen nursing bruises.

Miss Zelie Emerson of Jackson, Mich., whose imprisonment caused a furore several months ago, was one of those injured. Mrs. Leo, who presided at the meeting and took a conspicuous part in the attack on the police, was arrested.

Miss Pankhurst later announced her intention of addressing a meeting at the Poplar Town Hall to-morrow night.

"Every effort will be made to call to the attention of the notables at the royal wedding on Wednesday the tortures which the women of England have suffered for the enfranchisement of their sex."

In these words the militant suffragettes at a meeting to-night promised to take advantage of the wedding of Prince Arthur of Connaught and the Duchess of Fife "for the good of the cause."

Annie Kenney, one of the leaders of the militants, who had been on hunger strike since her arrest on Oct. 6, was released to-night after threats had been made at a meeting of the militants in the afternoon that if she were not freed the women would bombard the Home Office and camp on the steps of the Right Hon. Reginald McKenna's house until they could find some way of getting at him.

Miss Kenney was released from prison under the "Cat and Mouse" act after a hunger strike two months ago. She was undergoing a term of eighteen months' imprisonment for conspiracy, having been sentenced on June 17.

MISS WICKHAM EXPLAINS.

Mrs. Pankhurst Never Attempts to Conceal Her Identity, She Says.

Miss Joan Wickham, special representative of Mrs. Emmeline Pankhurst in this country, sent a letter to THE TIMES yesterday denying that she had ever received from Mrs. Pankhurst a cable message telling of the militant leader's plans to sail to New York under an assumed name. A cablegram to that effect, over Mrs. Pankhurst's name, was printed in THE TIMES on Saturday. A man who said that he represented Miss Wickham gave it out to the newspapers.

Miss Wickham's letter was written on stationery of the Women's Social and Political Union, having offices at Lincoln's Inn House, Kingsway, London, W. C. Mrs. Pankhurst appeared on the letterhead as honorary treasurer, and Mrs. Mable Tuke as honorary secretary. The letter said:

"So many of Mrs. Pankhurst's friends in this country are still making enquiries about the cable published in your paper on Oct. 11, as having been received by me from her about a plan to come to New York disguised so as to trick the authorities of Ellis Island, that I must beg for a little space in your columns to give it a more detailed contradiction than it has received so far by your paper.

"I have received no cable of any kind from Mrs. Pankhurst or Miss Christabel Pankhurst, or from any other leader in the W. S. P. U. about Mrs. Pankhurst's plans for her journey to this country. It is impossible then that directly or indirectly I should have given it to the press.

"No one in the least familiar with Mrs. Pankhurst and the policy of the W. S. P. U. would be taken in by it a moment. Mrs. Pankhurst has never assumed any disguise in her struggle with the authorities at home. It has, in fact, been a point of honor with her to be open and above board in all her relations with them. She has always publicly announced her intention to speak at the London meetings when she expected to be arrested, and has entered openly at the front door. In exactly the same way she left England for the Continent after Parliament rose last August.

"The report that she ever had the intention of being less open and straightforward with the authorities of Ellis Island, when she arrives at the end of this week, never came from me and is therefore false on the very face of it."

TO SUCCEED CLARETIE.

Albert Carre Chosen as Director of the Comedie Francaise.

Special Cable to THE NEW YORK TIMES.

PARIS, Tuesday, Oct. 14.—The Matin this morning announces that Albert Carré will succeed Jules Claretie as director of the Comédie Française. Premier Barthou will submit M. Carré's name at a Cabinet meeting on Thursday, and his choice, it is stated, is certain to be ratified.

M. Carré is now manager of the Opéra Comique. No decision has been reached regarding the new director of that house. M. Barthou offered Paul Hervieu the management of the Comédie Française, but that well-known author declined it.

AUTOIST FINED AND HELD.

Had No Owner's License and Did Not Report Accident.

When Theodore Hahn, a contractor and builder of 637 East 175th Street ran down and injured five-year-old William Huncke in front of his home at 253 West 135th Street last Thursday evening, he was driving without an owner's license, and for this offence he was fined $50 yesterday by Magistrate Appleton in the Harlem Court. Furthermore, he failed to report the accident to the police, and for this he was held in $1,000 bail to await the action of the Grand Jury.

Hahn gave the number of his machine to a seven-year-old spectator, with instructions to tell the police about it, but the boy did not do this until Mrs. Huncke ran across him and attended to it herself.

Arkansas a "Dry" State Next Year.

LITTLE ROCK, Ark., Oct. 13.—The State Supreme Court to-day sustained the validity of the Going Prohibition bill, and Arkansas will become "dry" after Jan. 1 next. The law requires a petition containing the names of a majority of white adults of any community before the County Judge may grant a liquor license.

MAN KILLED BY FLYWHEEL.

Another Hurt Fatally When They Started It with a Plank.

Harry Davis, an engineer, and Frank Lawson, an oiler, in the power plant of the Pennsylvania Railroad at the foot of Gates Avenue, Jersey City, attempted yesterday to start a large flywheel by means of a plank. The wheel, starting with unexpected suddenness, caught the plank in the spokes and, whirling it around, struck both men.

Davis was killed instantly. Lawson was picked up unconscious and hurried to the City Hospital, where it was said he could not live.

DENIES ROBIN WRIT.

Justice Hasbrouck Holds He Has No Jurisdiction in the Case.

KINGSTON, Oct. 13.—Justice Hasbrouck to-day denied an application for a certificate of reasonable doubt on behalf of Joseph G. Robin, the New York banker-convict, whose pardon by William Sulzer was annulled by Justice Hasbrouck recently.

The Justice denied the application on the ground that he had no jurisdiction. Robin's sentence expires Nov. 2.

PLYMOUTH
Dry Gin

What it is, is common knowledge.

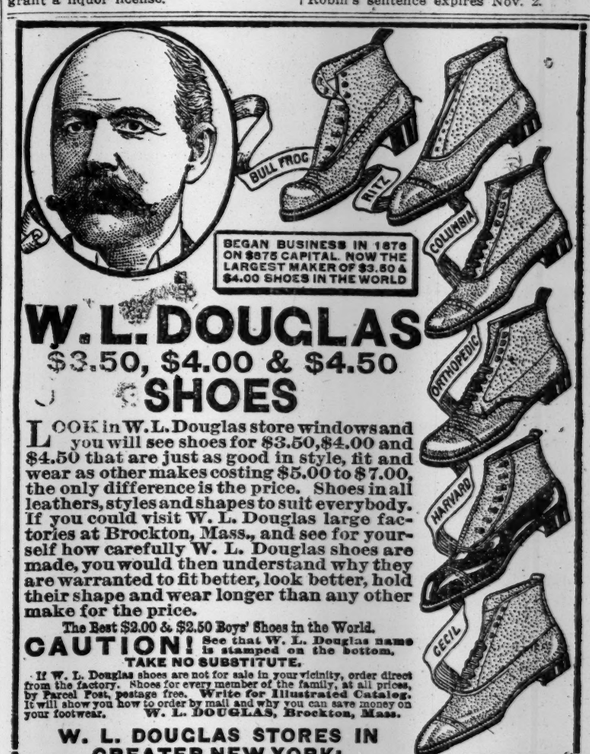
How it is distilled is known only to three men,—partners in the firm of Coates & Co., direct descendants of the founders.

There is a very definite flavor to Plymouth Dry Gin.

Plymouth Dry Gin is more costly than other Gins.

Maybe you like the best of things.

ALEX. D. SHAW & CO. NY



W. L. DOUGLAS
$3.50, $4.00 & $4.50
SHOES

LOOK in W. L. Douglas store windows and you will see shoes for $3.50, $4.00 and $4.50 that are just as good in style, fit and wear as other makes costing $5.00 to $7.00, the only difference is the price. Shoes in all leathers, styles and shapes to suit everybody. If you could visit W. L. Douglas large factories at Brockton, Mass., and see for yourself how carefully W. L. Douglas shoes are made, you would then understand why they are warranted to fit better, look better, hold their shape and wear longer than any other make for the price.

The Best $2.00 & $2.50 Boys' Shoes in the World.

CAUTION! See that W. L. Douglas name is stamped on the bottom. TAKE NO SUBSTITUTE.

If W. L. Douglas shoes are not for sale in your vicinity, order direct from the factory. Shoes for every member of the family, at all prices, by Parcel Post, postage free. Write for Illustrated Catalog. It will show you how to order by mail and why you can save money on your footwear. W. L. DOUGLAS, Brockton, Mass.

W. L. DOUGLAS STORES IN GREATER NEW YORK:

93 Nassau Street.
755 Broadway, corner 8th Street.
853 Broadway, cor. 14th St. (Union Sq.)
1349 Broadway, corner 36th Street.
1493 Broadway (Times Square).
984 Third Avenue.
1452 Third Avenue.
2202 Third Avenue, corner 120th Street.
2779 Third Ave., bet. 146th & 147th Sts.
345 Eighth Avenue.
563 Eighth Avenue.
250 West 125th Street.

BROOKLYN
421 Fulton Street, corner Pearl Street.
708-710 Broadway, corner Thornton St.
1367 Broadway, corner Gates Avenue.
478 Fifth Avenue, corner 11th Street.
1779 Pitkin Avenue.

JERSEY CITY—24 Newark Avenue.
NEWARK—831 Broad Street.
PATERSON—192 Market St., cor. Clark
TRENTON—101 E. State St., cor. Broad

Spend Glorious October in
LAKEWOOD
New Jersey

One Hour and 34 Minutes from New York.

The ideal fall resort, with a climate nationally renowned. Here, during the wonderful autumn weather, the great outdoor life is a delight.

Every facility for Golf, Tennis, Canoeing, Riding and Automobiling. Lovely walks and nooks among the famous Lakewood pines.

Refined social life at its best.

Leading hotels now open.

Reached Quickly and with Comfort via the
New Jersey Central R.R.

10 A. M. *1:00, 1:30, 3:30, 5:00 and *6:30 P. M. from Liberty Street. Ten minutes earlier from West 23d Street.
*Saturday only.
Send for illustrated booklet and Boarding House and Hotel List.

W. C. Hope, G. P. A., 143 Liberty St., N. Y.

You Must Toe the Mark!!

You can under ordinary circumstances assert your independence as much or as little as you like, but—when it comes to Evening Apparel "you must toe the mark," your clothes must be absolutely right. And the one certain way, above all others, to be sure you are "toeing the mark," is to buy your Dress Clothes in a Brill store—smart, graceful, symmetrical, absolutely correct in every line and curve—the very perfection of fit and style. Come and see them, or better still, try them on.

Dress Coats, $15, $20, $26 & $35—Tuxedos, $15, $18, $24 & $34
Trousers, $4, $5, $6 & $10—Waistcoats, $3.50 to $20
Evening Coats for Dinner, Theatre or Opera, $55 & $60

Brill Brothers

279 Broadway, near Chambers Street
Union Square, 14th Street, near Broadway
47 Cortlandt Street, Near Greenwich Street
Broadway at 49th Street
125th Street, Corner Third Avenue

If Coffee Don't Agree

Use

POSTUM

A prominent Philadelphia physician says:

"If, on discontinuing coffee, you feel tired, languid, and 'out of sorts,' the coffee had better be forever discontinued, for you are on the verge of inebriety."

Thousands of people have taken warning and proved that coffee was the cause of their headache, biliousness and nervousness.

A great many former coffee drinkers, feeling the need of a hot drink with meals, now use

POSTUM

A rich, nourishing food-drink, with a delightful flavour much resembling high-grade Java. Postum is made from prime whole wheat, and a small per cent of New Orleans molasses. Contains no caffeine or any other drug.

Postum comes in two forms.

Regular Postum requires fifteen to twenty minutes boiling to bring out the rich flavour and food value.

Instant Postum requires no boiling, but is made **instantly** by stirring a teaspoonful of the soluble powder in a cup of hot water and adding cream and sugar to taste.

Drink it instead of Coffee,

"There's a Reason"

CLEVER dressers are all wearing the smartest collar style of the season—'SHADOW'—the LION collar with all the LION comfort features.

Look for it in your dealer's window—the style with "Pliable-Points." 6 for 75c—or as usual 2 for 25c.

Lion Collars
Oldest Brand in America

UNITED SHIRT & COLLAR CO., Makers, TROY, N. Y.

Autumn and Winter at Asheville—
"The Land of the Sky"

TAKE YOUR Golf Clubs to Western North Carolina. You will not realize the game's keenest pleasure until you try the picturesque links in "The Land of the Sky"—with towering mountains all about you, and the clear, bracing air giving stimulus to every stroke. This beautiful region, particularly delightful in Autumn, is reached by

SOUTHERN RAILWAY
Premier Carrier of the South

Out-door sport of every kind rules supreme in "The Land of the Sky." Mountain-climbing, motoring, driving, riding and boating on the beautiful mountain Lakes. Some of the many attractive resorts are

Asheville, Hendersonville, Saluda, Waynesville, Tryon, Brevard and Flat Rock.

For tickets and information apply to

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Besides America's most charming all-year-round vacation district, Southern Railway System embraces territory offering unusually remunerative investment in fruit culture, farming, manufacturing.

Write for beautifully illustrated booklets on "Autumn and Winter in The Land of the Sky."

A&F

The Greatest Sporting Goods Store in the World

Against the Field

The Abercrombie & Fitch sporting clothes for women are favorites.

Errors may be passed in other dress—in your sporting clothes they are inexcusable.

Coats with a mannish swing, of men's own materials—this Autumn's correct cut, $30 up.

Town or country suits, travel or shooting, golf or motoring—ready to wear, but patterned from our own custom models—$30 to $70.

The A. & F. riding habit, our new Warrenton model, $45 ready-made or $75 made-to-order.

Women's new velveteen sporting coats with mole-colored skirts.

Sporting and Gift Novelties

Beyond the pale of those which every one has bought or received.

The largest collection of foreign and American sporting novelties ever shown in this country.

Travel goods, smokers' articles, wrist watches, useful electrical novelties, games, country house chime clocks, knives, medicine kits, game cameras, bottles, flasks and leather goods.

Useful things, to be found nowhere else in America.

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WARNING TO HUERTA TO SPARE DEPUTIES

Bryan Wires O'Shaughnessy to Express American Interest in Their Treatment.

NO HOPE OF FAIR ELECTION

Wilson Admits That It Is Impossible—Ships Not to be Withdrawn —Bryan Leaves Capital.

Special to The New York Times.

WASHINGTON, Oct. 13.—The first positive step of the Administration to show the dissatisfaction it feels over conditions in Mexico, was taken at an early hour to-day. Secretary Bryan reached Washington from Asheville, N. C., at 1 o'clock this morning, went immediately to his home from the railroad station and lost no time in getting into communication with Boaz Long, the Chief of the State Department's Latin-American Division. By Mr. Bryan's direction a telegram was sent to Nelson O'Shaughnessy, the American Chargé d'Affaires in the City of Mexico, instructing him to represent to the Mexican Minister of Foreign Affairs that the United States would view with concern and displeasure any harm that might come to the imprisoned members of the Chamber of Deputies.

The Warning is Significant.

Whatever part President Wilson may have had in initiating or approving previous instructions sent by Mr. Bryan to the American Embassy in Mexico City, no doubts appear to remain that this message of warning, which means more than its polite and cautious phrasing would indicate to those uninitiated in the ways of diplomacy, was Mr. Bryan's very own. In taking this step he followed the precedent established by the previous Administration in expressing the same sentiment to the Mexican Government at the time President Madero and Vice President Suarez were arrested and imprisoned last February. Mr. Bryan's course has been approved by President Wilson.

All the hopes of the President and his advisors that order would come out of the political chaos in Mexico as a result of the regular Constitutional elections promised for Oct. 26 have been abandoned. So much was admitted to-day by the highest officers of the Administration. In their opinion things are now in a worse muddle than they were before President Huerta showed a disposition not to be a candidate for the Presidency and gave signs of permitting the various political parties to determine the issues by a battle of ballots this month.

Intervention Not Contemplated.

Callers at the White House were told by President Wilson to-day that he did not see how a constitutional election could be held in Mexico while the present situation existed. It was plain from what the President said that he had no intention of doing anything that might pave the way to intervention. He holds, as he has consistently, that the Mexicans should be permitted to adjust their own affairs. For the time being probably no new policy as to Mexico will be adopted. The Government will adhere to its determination not to recognize the Huerta administration or deal with Gen. Huerta except as an individual.

While Senator Bacon, Chairman of the Committee on Foreign Relations, said to-day, after a talk with President Wilson, that he was not reflecting the President's views, significance is attached to his statement on leaving the White House that an election in Mexico at this time would be a farce.

No increase in the naval strength now in Mexican waters will be made in consequence of the present disturbance at the City of Mexico. No vessels will be withdrawn. But on Oct. 29 the Second Division of the Atlantic Fleet, consisting of the battleships Louisiana and New Hampshire, at Vera Cruz, and the Michigan at Tampico, will be relieved by the Third Division, consisting of the New Jersey, the Nebraska, and the Rhode Island. Rear Admiral Fletcher will continue in command of the division stationed in Mexican waters, and Rear Admiral Boush will have command of the Third Division on the way down to Vera Cruz, and will take command of the Second Division and bring it back to New York and Hampton Roads.

According to the revolutionary agents here, Huerta's army is on the verge of rebellion. Not one of his Generals except his brother-in-law, Gen. Maas, it is asserted, is loyal to the Huerta cause.

Bryan Leaves Washington.

There was no extended report of conditions forthcoming from the United States Embassy at the City of Mexico to-day, so far as the State Department was willing to disclose. Secretary Bryan appeared at his office early this morning after several days' absence on a speaking trip in the South. He had a busy morning at the department and a conference with the President at the White House and left Washington at 1:30 o'clock this afternoon for Philadelphia, where he had an engagement to address the Knights of Columbus.

John Lind, the President's special representative, who is at Vera Cruz, has had no further instructions beyond those sent to him last Saturday, when he was advised to act on his own judgment as to remaining in Vera Cruz or going to the City of Mexico. From Mr. O'Shaughnessy during the day there came no advices as to how the Mexican Government received the message from Mr. Bryan suggesting that no harm should come to the imprisoned Deputies. There was no advice whatever as to the condition of the Deputies or what the Huerta Government intended to do with them.

REBELS ADVANCE SOUTHWARD.

Fighting Zone Is Now 100 Miles Nearer the Capital.

EAGLE PASS, Tex., Oct. 13.—Information received to-day by the American military authorities that Gen. Jesus Carranza, with 2,000 Constitutionalists, is moving southward to attack Monterey. Several large bodies of Constitutionalist troops remain in the vicinity of Piedras Negras to prevent the Federals from leaving.

Authentic reports of the destruction by Constitutionalists of the great bridge at Rodriguez also were received at the military post to-day, and the field of active operations is expected to change to a point 100 miles south.

Holding that they were likely to become public charges, and therefore undesirable, United States immigration officials to-day forced 200 refugees who crossed to Eagle Pass when Mexican Government troops occupied Piedras Negras last week to return to Mexico. The refugees protested vigorously against recrossing the international boundary, expressing fear for their lives, so long as Piedras Negras remained under Federal control. Gen. Maas, the Federal commander, however, has given assurance that they will not be molested.

EL PASO, Tex., Oct. 13.—Juan Dozal, with 600 well armed Sonora troops, and Maj. Acosta, with 400, are near Palomas, moving upon Chihuahua City, according to American cattle men who saw the two forces.

Rebels say a larger force of Sonora troops will follow into Chihuahua and join Villa at Torreon in a campaign to the south.

GERMANY TO SEND A CRUISER.

Decides That the Mexican Situation Demands Such Action.

BERLIN, Oct. 13.—The Foreign Office here reached the conclusion this evening that the existing situation in Mexico is such as to necessitate the presence of a German warship in Mexican waters.

The cruiser Hertha, which is now being used as schoolship, will probably be selected as the most available warship for duty along the eastern coast of Mexico. She is now cruising in New England waters.

A cruiser from Europe could scarcely be chosen for this work, as the German squadrons have been depleted by the withdrawal of four cruisers for service in the Mediterranean, on account of the recent hostilities in the Balkans.

GAMBOA AND CALERO CONFER.

Agree to Urge Recognition of the One Who Wins the Election.

MEXICO CITY, Oct. 13.—Two of the candidates for the office of President of Mexico, Federico Gamboa, representing the Catholic Party, and Manuel Calero, the nominee of the Liberals, met to-day and discussed the recent developments in the situation.

They agreed to proceed with their campaigns and to advise their followers to support, after the elections, whichever of them is successful at the polls.

BLESS NEW HOSPITAL WING.

Misericordia Now Second Largest Catholic Institution in City.

The new west wing of the Misericordia Hospital, 531 East Eighty-sixth Street, which completes the hospital building, was blessed yesterday afternoon by Cardinal Farley. Services were held in the chapel on the upper floor of the main administration building. Others present included Mgrs. Edwards and Connelly, Father John Hughes of the Paulist Fathers, Father Magee, Fire Chaplain; Father Thomas E. Carroll, secretary to the Cardinal; Father F. C. Stillman, chaplain of the hospital, and Father Bruder of St. Joseph's Church, in Eighty-sixth Street, whose choir assisted at the service.

The Misericordia is now next to St. Vincent's, the largest Catholic hospital in the city. The new wing adds 100 beds and has a fine roof garden and model operating room, with the most up-to-date appliances. The building is a six-story red brick structure, with a frontage of 196 feet in Eighty-sixth Street, and is 136 feet deep. It was decorated outside yesterday with small United States flags and the Papal flags. After the service Cardinal Farley made a short address to the sisters, nurses, and pupils from the nurses' training school of the hospital.

Among those attending the service were John D. Crimmins, Mrs. Walter Burke, a niece of Mr. Crimmins; Mr. and Mrs. Herman Ridder, George Ehret, and Countess Anne Leary.

BALKAN WAR REPORT WILL SHOCK WORLD

Prof. Dutton, a Member of Carnegie Commission, Says the Worst Has Not Been Told.

STUDIED LOSS OF ALLIES

With an Englishman, a Russian, and a Frenchman, He Investigated All Causes and Effects.

Prof. Samuel T. Dutton of Teachers College, who was named by President Butler of Columbia to represent this country on an international commission to study the causes and effects of the wars in the Balkan States, returned to New York on Sunday morning and gave yesterday to THE TIMES the first statement of the work that had been done there for the Carnegie Peace Foundation. With an Englishman, a Russian, and a Frenchman, Prof. Dutton traveled through the Balkans gathering data on the second war, when the allies against Turkey turned on each other for a division of the spoils.

The report of the commission will be ready in about two months and will represent the first attempt of an impartial international committee to determine all the causes and the effects, economic, social, and moral, of a great conflict.

Prof. Dutton said yesterday that with all the stories of terrible atrocities in the Balkans that had been sent out by correspondents and travelers the half had not been told of the suffering and devastation wrought there. He would not give any summary of the findings of the commission, as it had been agreed to keep the report confidential until it was ready to be given to the world in several languages. But he said that when the report came out the world would stand aghast that such things could be in the twentieth century.

The charges made by the Greeks against the Bulgarians and the counter-charges of the Bulgarians against the Greeks which have been sent out from the scene of the conflict have each substantial basis in fact, he said, but neither could be taken as entirely accurate.

"It was found," he said, "that many persons high in authority in their respective countries knew very little of what the armies were actually doing in the field of battle. We had to listen to countless accusations and replies. We have not attempted to present all of these in our report, but we have sifted those that were based on facts and have presented the truth with typical and precise facts illustrating the general situation."

The aim of the commission was, of course, to advance the cause of international peace and, by setting forth the actual results of the war and the wreck and ruin it had caused, to make nations hold back when war threatened.

"It is hoped," said Prof. Dutton, "that some influential people in the Balkans will see that war is not the best means of settling a question of boundary. They will sooner or later recognize that they have all met losses that can never be made good. No nation will be spared in the report, and the awful facts will speak for themselves."

Prof. Dutton's companions in the investigation were Paul Milukoff, a Russian editor and leader in the Duma; C. H. Brailsford, an Englishman, an editor of The Nation, and a student of near Eastern problems for many years, and M. Godart, a French economist. They were named by the larger committee of the Carnegie Foundation which met in Paris in August with representatives of all the European powers except Germany and the United States.

The four men left Paris on Aug. 20 under instructions to study and report to the committee in Paris. They proceeded at once to the Balkan States.

Contrary to reports that have been sent out of the failure of the commission in the warring States, Prof. Dutton said that the work had been carried out successfully and that they had been received everywhere most courteously.

"Our success," he said, "was all that we expected under the circumstances, inasmuch as some of the nations had been guilty of serious infractions of international law and were naturally opposed to an inquisitorial investigation such as we planned. Servia and Greece refused to give us official recognition, but we were able to accomplish as much there, if not more than if we had been under the guidance of an official of the Government. We were allowed to go anywhere and to question those we saw fit. We got depositions and statements from all sorts and conditions of men, and we were not in the least discouraged with the results.

"Our difficulty with Servia and with Greece was entirely of a personal nature. Servia objected to Milukoff, the Russian editor, because of criticisms he had made of Servia in the first war of the allies against Turkey. But Milukoff, as he has later shown, is a very good friend of Servia. The Prime Minister of Servia excused himself when we asked his aid, saying that public opinion would not warrant it, and he referred to the attitude of the press in his country. But we were in Belgrade during the two days' celebration of the victories of the Servian arms. We met Prince Alexander and other persons high in authority, who treated us very courteously. The Government sent a Secretary of the Foreign Office to accompany us to the border and he went with us to Salonika.

"In Greece the objection was to Brailsford, the Englishman, for something he had written. But here, too, we met the greatest consideration and had a free hand to go and come and investigate. In Macedonia, where some of the gravest irregularities occurred, the Greek authorities gave the greatest possible aid, even to trains and hotels.

"After a week in Salonika, we decided, in order to save time, to separate to continue our investigations. Milukoff, who knows the history of modern Turkey and the language, went to Constantinople. From there he went to Adrianople and the villages around there which suffered most. He made a special study of the village of which Pierre Loti has written. Godart went to Athens to study economic conditions, while Brailsford and myself stayed at Salonika to study conditions there and in the outlying places.

"We met again after a few weeks and we went to Sophia, the capital of Bulgaria, together. We were met by a special train. The American Consul undertook to be our special assistant. Rooms in the Parliament House were reserved for us as a working centre, and automobiles were constantly at our disposal to visit the outlying places.

"We had a conference with the King and Queen in Bulgaria and the civil and military governors of the principal cities of Macedonia.

"While I cannot anticipate the report, which will be a full and complete statement of the causes and effects of the war, I can say that no published statements have adequately described the tragedies that have taken place under the name of war. The report will contain accurate and carefully attested accounts of the whole war of the allies that are not yet made known. I am sure the world will be amazed that nations calling themselves Christian can, either through anger or greed, commit such barbarities on their fellow men. Certainly there has never been a war in 200 years in which the combatants fought with such ferocity, and never was an event so unnecessary and so uncalled for as the war in which those standing side by side in the struggle to drive the Turk out of Europe began to rend each other and to use every known process of extermination and devastation. In the two wars 1,500,000 men were engaged and the losses were not less than 500,000. An estimate of the havoc may be made from the fact that there were 200,000 Turkish refugees driven from their homes and 100,000 Bulgars.

"We returned to Paris on Sept. 27 and there the whole commission met again. We who had visited the scene of the war made our reports, which were discussed and the plan of presentment determined upon."

OSSINING WELCOMES KLINE.

Mayor Participates in the Village's Centennial Celebration.

Special to The New York Times.

OSSINING, N. Y., Oct. 13.—Mayor Kline of New York City was the principal guest to-day of Gen. E. A. McAlpin for the celebration of the centennial anniversary of the incorporation of Ossining as a village. Ossining was the first municipality in Westchester County to receive a charter.

The celebration began with a parade, at which Gen. McAlpin was Grand Marshal. In the parade were the naval militia, boy scouts, village and town officials, with their invited guests, Grand Army of the Republic, Sons of Veterans, civic, fraternal and labor unions, and several religious and fraternal orders.

Mayor Kline was met this morning at the Ossining station and escorted in an automobile to the point where the parade started. Chauncey M. Depew delivered an oration this evening in the Highland Avenue Methodist Church.

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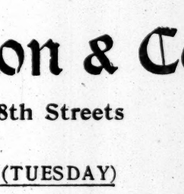

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OTHER MEMBERS SOUGHT

Evidence Which May Indict Strike Leader and Small Shopkeepers Turned Over to Whitman.

Deputy Police Commissioner Dougherty turned over to the District Attorney yesterday evidence which will be used to seek indictments against a number of men, including an organizer of the garment workers' strike last Winter and a number of small shopkeepers who are accused of hiring members of the Black Hand gang under arrest in this city to explode bombs.

The strike leader, for whom the detectives have been searching, is believed to have fled from the city, and an indictment is needed in order to extradite him. He is accused of engaging the Black Hand organization to explode bombs at the factories of four clothing merchants who resisted the demands of the labor organizations. The shopkeepers to be indicted paid the gang to explode bombs to wreck rival shops. In addition to these, five known members of the band are still at large and will probably be indicted.

A startling challenge was made at 2:45 o'clock yesterday morning to the claim of the police that they had broken up the society of dynamiters. At that hour a powerful bomb was exploded in front of the grocery shop of Candelo Gatto at 6 Monroe Street, wrecking the shop and causing widespread damage. Commissioner Dougherty interpreted this as a retort to the police by members of the gang who were still at large for the assertion that the organization of bomb-planters was practically broken up.

"It was not a surprise to me," said Mr. Dougherty. "I know that there are members of the band still at large. Thirty-eight sticks of dynamite were recently stolen in Sullivan County. Thirty-five of these had been accounted for, and three remained in the hands of those of the gang who have not yet been caught. They were proabbly used for this bomb.

"Gatto had received no threatening letters for more than a year. His place had evidently been picked out at random. The men who planted the bomb had nothing to gain by it unless it was to defy the police.

"I have turned over to Assistant District Attorney Manley the evidence which will be used to indict many others implicated in these bomb outrages who have not been caught."

The bomb that was exploded yesterday morning at the grocery store of Candelo Gatto was a more tnan usually impressive one. After looking over the damage that it had caused, Inspector Owen Egan of the Bureau of Combustibles said that it probably contained four or five sticks of dynamite, a charge of about double the strength of the standard bomb used in most of the recent Black Hand cases.

It was this fact that made Commissioner Dougherty think that the bomb had been specially prepared for its moral effect. Tne analysis of the case at Police Headquarters is that one of the uncaught leaders of the bomb gang took this desperate measure to rally the spirits of the few members of the band still at large, and also to prevent the many arrests by the police from breaking the spell of terror which the gang had thrown over many small merchants and otner potential producers of tribute.

Policeman Lundburg of the Oak Street Station was turning the corner of Catharine Street into Monroe when the bomb was exploded. The shock threw him down. He staggered to his feet and ran toward the building, where he was joined by several other policemen sprinting from several quarters in the direction of the explosion.

There were twenty-two families in the six-story tenement over the store, and frightened, half-dressed men and woment were swarming into the street in such numbers that the police had little chance to pick out suspects from the multitude. Seeing that no one had been hurt by the bomb, the first officers on the scene scattered and began a search of the neighborhood, leaving it to Capt. Mahoney with the reserves of the Oak Street Station to restore order.

One man who was hurrying through the hallway of a tenement in Hamilton Street near the place of the explosion was arrested as a suspicious person and locked up in the Oak Street Station. He said he was Joseph Weder, 28 years old, of 72 Goerck Street. At the station, Anthony Faist, driver of a milk wagon, identified Weder as a man who had been loitering a few minutes before the explosion in front of the store where it had occurred.

The explosion shattered the iron grating in front of Gatto's store, tore out the shop front, and scattered most of the stock inside. It tore a hole in the concrete flooring and broke up barrels and boxes in the basement. The rear windows of the shop were blown out. Every pane of glass in the five floors above the grocery store was shattered. The plate glass windows in the two adjoining stores were blown out, and more than 200 panes of glass in the tenements on either side of the street were broken.

NEW POLICE PLEASE DWYER.

Inspector Says They Are Well Schooled and Will Not Go Wrong.

One hundred and fourteen young, slim-waisted policemen, with glistening buttons and shields, spotless and flawlessly pressed uniforms, shining new patent leather belts, and boots with a mirror-like polish, walked with martial bearing from the doors of the West Forty-seventh Street, West Sixty-eighth Street, and West 100th Street Stations at 8 o'clock yesterday morning and went on post in the three precincts of the Fourth Inspection District.

They were the members of the first of the three squads of recruits, numbering altogether 485, who form the first graduating class of the Police School of Recruits at Police Headquarters. In front of each station a small crowd who knew that the most important experiment ever made in handling the police in this city had begun cheered the new men as they filed out to begin their careers.

After 8 o'clock yesterday morning the Fourth Inspection District, the most important in the city, since it embraces the Tenderloin, many of the largest hotels, apartment houses and places of amusement, was policed entirely by policemen doing their first day of actual service. This is the district in which the Rosenthal murder occurred and in which, as was shown by the revelations following that crime, much of the police graft was paid. It is considered the district which offers the most temptation to policemen to go wrong.

"These new men are more 'on the job,' though," said Inspector Dwyer yesterday afternoon. "They make a fine appearance and they mean business. Not one has committed a blunder of any kind, serious or trivial, that has come to my attention. They are thoroughly schooled in their duties and are not likely to go very far wrong."

$10,000 FIRE IN HATS.

Sub-Cellar Store Room Burned Out, Blocking Broadway Traffic.

Traffic on lower Broadway was blocked from 6:30 o'clock until 8 o'clock last evening by a difficult fire which burned out a big stock of straw and felt hats in the sub-cellar of the building at 637 Broadway with a loss of $10,000. The building stands just above Third Street and runs back to Mercer Street, and its ground floor is occupied by the hat store of Freeman Brothers. The sub-cellar was their storeroom, and fire was discovered there shortly after 6 o'clock.

The smoke was so thick that in the course of their work in the cellar Battalion Chief Helm and six men from Engines 13 and 33 were overcome. They were carried upstairs and soon put on [illegible] however.

REOPEN ARGUMENT ON SULZER'S ACTS

Continued from Page 1.

charges contained in Article IV. But other lawyers here declare that it is open to question whether their testimony contained any direct evidence in support of the charge that "fraud and deceit" was practiced by Mr. Sulzer in his attempts to influence their testimony, and that there was nothing to indicate that "threats, menaces or violence was resorted to by the respondent."

Men well versed in the law, hold that the instances testified to by Messrs. Morgenthau and Peck, if relatable at all to the penal law, would come in under Section 813, and not under Section 814, the section cited in Article IV. Here are the two sections:

Section 813—Inducing Another to Commit Perjury.—A person who, without giving, offering, or promising a bribe, incites or attempts to procure another to commit perjury or to give false testimony, as a witness, though no perjury is committed or false testimony given, or to withhold true testimony, is guilty of a misdemeanor.

Section 814—Suppressing Evidence.—A person who maliciously practices any deceit or fraud, or uses any threat, menace, or violence, with intent to prevent any party to an action or proceeding from obtaining or producing therein any book, paper, or other thing which might be evidence, or from procuring the attendance of any witness therein, or with intent to prevent any person having in his possession any book, paper, or other thing which might be evidence in such suit or proceeding, or to prevent any person being cognizant of any fact material thereto from producing or disclosing the same, is guilty of a misdemeanor.

It was explained to-night that when the articles were drafted the lawyers had no inkling of the Morgenthau and Peck incidents, and that Article IV. was framed merely to fit the cases of Sarecky, Colwell, 2nd Fuller.

Power of the Court to Amend.

It is assumed here that the lawyers for the Managers in their argument to-morrow will contend that the language of Article IV. comes close enough to defining the method of persuasion which Mr. Morgenthau and Mr. Peck testified that Sulzer employed to render unnecessary any amendment. Should the court hold otherwise, the question of whether the court itself shall amend the article sufficiently to conform with the proof will be taken up for argument.

One of the lawyers for the Managers said to-night that if the practice applied in the courts of criminal jurisdiction should be followed, the court itself would make the necessary amendment by bringing into it Section 813, as well as Section 814 of the penal law. If not, the lawyers for the prosecution plan to petition the High Court for permission to take the Articles of Impeachment before the Assembly again to have them amended so as to admit the Morgenthau and Peck testimony as direct proof against the respondent under Article IV.

In the argument to-morrow there is every possibility that collateral questions of considerable importance will be raised. The episode testified to by Mr. Morgenthau, for instance, occurred after the Assembly had voted to impeach Mr. Sulzer and the Articles of Impeachment had been drafted. Thus, there is a likelihood that the question will be raised whether the court can consider acts committed by the respondent after he had been impeached. The lawyers for the Managers maintain that any act of the respondent up to the time the High Court convened would come within the jurisdiction of that tribunal.

A General Revision Possible.

One lawyer to-night told THE NEW YORK TIMES correspondent that if the court should decide to let the Managers have the Articles of Impeachment amended by the Assembly there was nothing to prevent a general revision, so as to make the indictment against Mr. Sulzer cover all acts brought to the attention of the Managers since the articles were drafted. This, it was said, would make the case against the respondent much stronger and more prolific in charges of wrongdoing after he assumed office. Such a wholesale revision would lead to the reopening of the entire case and necessitate the calling of additional witnesses.

Speaker Alfred E. Smith of the Assembly was at the Capitol to-night in consultation with Assemblyman Aaron J. Levy, Chairman of the Board of Impeachment Managers. Should the High Court decide that the articles must go back to the Assembly for amendment, Smith and Levy would have their work cut out for them. When the recent attempt was made to add additional charges to the impeachment, the Assembly was in virtually continuous session for two days and nights, waiting for a quorum, which never did appear. It is the general opinion at the Capitol to-night that the prospect is poor of getting a quorum of Assemblymen to the Capitol in the midst of an Assembly campaign.

To Include Ryan's Testimony.

At the private consultation the discussion was entirely on whether additional arguments should be heard or the court proceed at once to consideration of the main question—the respondent's guilt or innocence. Senator Elon R. Brown of Watertown, the Republican leader of the upper house, favored the latter view. Senator Wagner, Senator Wende of Erie, and Senator Thompson of Niagara Falls, with Presiding Judge Cullen and Judges Miller and Chase, took part in the debate. It was on motion of Senator Thompson that the court decided to hear arguments.

In the discussion the question was broadened so as to include the admissibility of the testimony given by Allan A. Ryan and the amending of the Articles of Impeachment so as to conform to the evidence already before the court.

Never before at the Capitol was it so difficult to get from members of the Legislature information concerning what transpired at the executive session. The lips of every member of the High Court were sealed.

Every member of the High Court, excepting Senator Fitzgerald, who has been ill at his home since the beginning of the trial, and Judge Gray, who is in Europe, was on hand when the court reconvened at 3:03 o'cloc kthis afternoon. It was scheduled to convene at 2:30. Heretofore at every session Presiding Judge Cullen, followed by the rest of the Court of Appeals Judges and by the Senators, had entered the chamber on the minute.

The galleries were filled with spectators, mostly women, and the corridors were crowded. At the counsel table for the Managers sat Eugene Lamb Richards, Edgar Truman Brackett, and Isidor J. Kresel, while at the table of counsel for the respondent were D Cady Herrick and Louis Marshall.

Judge Miller's Motion.

Scarcely had the crier declared the court in session than Judge Miller, one of the designated Judges of the Court of Appeals, arose and said:

"Presiding Judge, an important question will arise preliminary to consideration of the case on the merits, and that is whether the acts of the respondent as testified to by certain witnesses—the witnesses Morgenthau and Peck—are sufficiently charged in the articles of impeachment to justify this court in considering them as separate and independent charges or whether the testimony can be considered only as bearing upon the other acts charged.

"Now, while that question was touched upon by counsel, personally I would like to hear further discussion from counsel upon it. I think that is a question upon which there may be difference of view, and before we go into executive session I would like to suggest whether we ought not to call upon counsel for further argument upon that question."

Senator Wagner then presented his motion to go into private consultation to consider the question.

"On this question only?" asked the Presiding Judge.

"Only upon this question," replied Senator Wagner.

Senator Simpson seconded the motion. It was carried by unanimous viva voce vote. The galleries were then cleared, and so was the Senate Chamber of all except members of the court. Even the stenographers were asked to leave. No record was kept of the proceedings.

It was 8:10 o'clock when the Chamber was cleared, and 4:30 when the public session was resumed. The flushed faces of some of the members showed how earnest had been the discussion. Presiding Judge Cullen then had a stenographer read this statement, which the Chief Judge had dictated:

Judge Cullen's Statement.

The court desires counsel for the parties to argue further the question whether the acts and conversations testified to by Peck, Morgenthau, and Ryan or either of them can be considered as being acts of misconduct for which the respondent can be convicted under Article IV. or only as corroborative evidence of the other allegations stated in the charges, and whether this court has the power to amend the articles, if they are insufficient to include those acts, so as to include them.

Gentlemen, the court considers the question which it nas asked you to argue of considerable importance and therefore, so that your argument may be deliberate and on reflection, it will give you until to-morrow morning at 10 o'clock, at which time you will appear here, if you desire, either side, to comply with the request of the court. And especially I wish to impress on the counsel and all persons who are in attendance in this court that notification of this desire on the part of the court does not indicate any view as to the merits of this case having been taken by the court or any members. It is simply to get your views on this question, on which, with all respect to the great ability and earnestness with which this case was argued, we would like to have further information and instruction.

Mr. Brackett asked whether the Managers' counsel were to have the opening and closing.

"We don't care which way," said Judge Herrick, with a shrug.

"You can settle that among yourselves," ruled the Presiding Judge.

"It is a matter of indifference to us," said Mr. Herrick, in a weary tone, "although it might throw the burden of establishing the proposition upon the respondent."

"Oh, no," said Judge Cullen quickly, pointing toward the Managers' counsel. "It puts the burden on them."

Then he abruptly ordered the crier to adjourn the court.

The faces of counsel furnished an interesting study. Neither side seemed happy over the reopening of the case.

Eugene Lamb Richards, of counsel for the Managers, when asked how he regarded the new developments, said:

"I take at face value the statement by the Presiding Judge that the desire expressed by the court for further light on the subjects raised should not be regarded as in any way indicating that any view has been taken by the court on the merits of the case."

Edgar T. Brackett of the Managers' counsel said he had thought he had made the point now under debate very clear in his summing up, but that he was prepared to argue further on it and make it still more clear.

D Cady Herrick, Mr. Sulzer's chief counsel, said that the prosecution "must have come to their last ditch if they have to rely on Article IV., the bribery article, instead of on the first, second and sixth articles, dealing with campaign contributions and their use.

Louis Marshall, Mr. Herrick's associate, asserted that he would be very brief in his argument. Asked whether the request for argument on amendment applied only to Article IV., Mr. Marshall said:

"They might just as well try to amend all the articles as to amend one. The language of the Presiding Judge's statement would indicate that the right of amending all the articles should be argued, although the question arose only under Article IV."

Mr. Marshall was unwilling to say whether he saw a gain or a loss for the defense in the change in the status of the case.

Mitchel, Better, May Speak To-day.

John Purroy Mitchel found yesterday that as a result of the rest of the last few days his voice is very much better. He hopes to be able to speak this afternoon at the noonday luncheon of the National Jewelers' Board of Trade at the Whitehall Club, and he hopes to be able to address one of the four meetings which have been arranged for him for the evening in Brooklyn. At the others his speech will have to be read for him by a friend.

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Episcopal House of Deputies Is Stirred by St. Bartholomew's Rector.

CHANGE OF NAME FIGHT ON

Controversy Is Opened Anew and Unexpectedly — Matter May Be Settled at Present Convention.

For the first time within the memory of most of those who are attending the Forty-fourth General Convention of the Protestant Episcopal Church, at the Cathedral of St. John the Divine, a clergyman, having a seat in the House of Deputies, was hissed from the floor by that body yesterday afternoon. The clergyman was the Rev. Dr. Leighton Parks, rector of St. Bartholomew's Church of this city, who aroused the resentment of the members of the House of Deputies to a high pitch when he said that the present convention would be guilty of "robbery" if it "took away the Protestant name of this Church." Dr. Parks took his seat amid cries of "Shame!"

The question of the change of name of the Protestant Episcopal Church unexpectedly came up in the House of Deputies, and there was no time for the opposing factions to arrange their lines. The struggle, in which the strength of the opposing parties was tested, showed the "high church" element apparently the stronger.

As a matter of fact, there has been a tacit agreement between the leaders of the warring factions to keep the question of the change of name of the Church out of the discussions of the present convention. The agreement was made, it was explained, because of the unwillingness of the "high church" party to have a defeat recorded against the proposal.

Old Controversy Opened.

In spite of all the precautions the controversy over the proposed change of name has been opened anew, and this time for a final settlement, according to the views of many clerical and lay deputies.

The direct cause of the Parks incident was the report of the Committee on Prayer Book headed by the Rev. Dr. William M. Grosvenor, Dean of the Cathedral, favoring a memorial presented by the diocese of California, which asked for the appointment of a joint committee to consider a revision of the Book of Common Prayer, the joint committee to report back to the next triennial general convention. The purpose of the revision of the Prayer Book, as set forth in the memorial and the resolutions, was to adapt the Prayer Book to present conditions.

The "low church" element saw in the proposed revision of the Prayer Book a tactical move to bring about a change in the title of the Prayer Book, and ultimately a change in the name of the Church. The views and the apprehensions of the "low church" side of the House of Deputies were disclosed by the Rev. Dr. Randolph McKim of Washington. He said:

"The Episcopal Church on the eve of the great world conference of Christian communions should not be torn asunder by the agitation of this subject, because it is not a subject which will give the general public the idea that we are brothers. I think that the impression will go out over the United States and over the entire world that we are a divided body."

Dr. McKim then proposed an amendment to the resolution providing that no proposal to change the title page of the Prayer Book or the name of the Church should be referred to the committee.

Dean Grosvenor obtained the recognition of the Chairman, and endeavored to explain what naturally would be the work of the committee.

"We have here two distinct questions," said Dean Grosvenor, "and each must be settled on its own merits. Speaking personally, and not for the other members of the Committee on Prayer Book who are absent, I desire to explain that I do not wish to jeopardize this resolution, which I consider an important one, by injecting into it the question of the title page of the Prayer Book, and the question of the change of name of the Church.

"I warn you that if this resolution is not passed our Prayer Book is subject to most serious disadvantages. Our Prayer Book is one of our most precious heritages. We want to make it a living thing, and I beg of you to leave the title of the Prayer Book alone."

When Dean Grosvenor sat down, the Rev. Dr. John Williams of the Diocese of Nebraska obtained the floor. Dr. Williams is one of the veteran deputies and whenever he has anything to say the House pays strict attention. It probably was not the intention of Dr. Williams to reveal the attitude of the "high church" party in this way:

"What we need most is, that we have some sort of confidence in each other. We don't want to change the title of the Prayer Book without more unanimity. We don't want to change the title of the Prayer Book until we have converted them."

In an instant the Rev. Dr. Talbot Rogers of Wisconsin, who is one of the members of the Committee on Prayer Book, was on his feet trying to explain that his committee in favoring the memorial presented by the Diocese of California had sought to avoid discussion of these controversial questions in the open convention.

"I am sorry that this question ever came up before us," said Dr. Rogers. "I should like to let the members of the convention know that, while the commission does not wish to precipitate the discussion of the question of a change of name or change of title of the Prayer Book in this House, the adoption of this amendment to the resolution surely will bring it into the convention. I had hoped that it would not be brought into this House.

"I hope, therefore, in the interest of peace, that this amendment will not prevail, and I say, with all deference to the Deputy from Washington, that this is not in the interest of peace."

Amendment Is Defeated.

The amendment was then put to a vote of the House of Deputies, by ayes and noes. Dr. Alexander Mann, President of the House, said that the vote seemed so close that he would call for a rising vote. When the vote was counted it was found that 197 deputies had voted for the adoption of the amendment and 257 against it. Dr. William T. Manning, rector of Trinity Church, the recognized leader of the "high church" element, together with all but two of the New York deputation, voted with the "low churchmen" for the adoption of the resolution.

A resolution was next introduced by the Rev. Dr. Edward L. Goodwin, of Virginia, which provided that the committee to consider the revision of the Prayer Book should not consider any proposals involving the faith and doctrine of the Protestant Episcopal Church.

At this juncture, the Rev. Dr. Leighton Parks addressed the house, and said, among other things, that he would like to see the Prayer Book made the "hand book of the people." He said that he would vote against any proposal to change its title.

"I hope," said Dr. Parks, "that the question of the change of name of this church will not be put into the hands of the committee which it is proposed shall revise the Prayer Book. I say this because many of us have been sent here to vote against such a proposition in the House of Deputies."

Cry "Shame" to Parks.

Dr. Parks started to speak of the "Protestant Episcopal Church." He checked himself suddenly, and said, "Oh, I don't mind calling it an American Church," while the House of Deputies burst into laughter.

"I hope we will return to the position we were in before the Prayer Book Committee made its report. The revision, the enrichment and the robbery" shouted Dr. Parks when he was interrupted by cries of "Shame" followed by several hisses in different corners of the Synod Hall. The House of Deputies betrayed a feeling of uneasiness. Clerical and lay deputies leaned forward in their seats and men and women in the galleries hung far over the railings to watch the disturbance below. Dr. Mann rapped vigorously with his gavel for order.

When the murmur had subsided, Dr. Parks, taken aback by the turmoil he had created, lowered his voice and said, "Well, there are some of us who believe that if you take away the name of this Church, it is robbery."

Dr. Parks descended from the platform and a score of deputies on the floor clamored for recognition by the Chairman. The Rev. Dr. Walter C. Whitaker of Tennessee obtained the floor. He said:

"In behalf of the peace and unity which I believe are in the minds and hearts of this house to-day, I think that whether we are for or against a change in the name of this church is not the point in question. I can speak for the Diocese of Tennessee, however, and we are against it. But we belive in fair play, and believe that when the proposition is made for a revision of the Prayer Book, it does not involve the consideration of the change of name of the church."

The Rev. Dr. Charles Martin Niles of Atlantic City said: "It seems to me that of all things upon which there has been honest and straightforward endeavor, it was the effort to keep this question out of this convention. But it is evident that the year 1913 is bound to be unlucky."

Dr. Niles asked the House of Deputies if the men who had introduced the resolution, recommending that a committee revise the Prayer Book, were not all men who were well known in the Church. He wanted to know if there was any reason to suspect them of chicanery, and if so, why?

"There seems to be nothing wrong," he said, "in the appointment of a committee of seven Bishops, seven Presbyters, and seven laymen to consider the revision of the Prayer Book. I ask you all, no matter what your feelings may be, shall we make no sacrifices on both sides? What we need is kindly, brotherly, loving sympathy with high personal consideration. I hope this resolution will be adopted."

Francis A. Lewis of the Diocese of Pennsylvania, Chairman of the Committee on Dispatch of Business, and one of the best-known members of the House of Deputies, tried to pour oil on the troubled waters. He said:

"I suppose the convention will hardly believe it, but I'm in favor of the peace and unity of the Church. I believe that the further agitation of this question at the present time can do no possible good. I'm going to vote against it because I believe that more harm will come of prolonged discussion than all the good the proposed commission could do."

Edward L. Parsons, clerical delegate from the Diocese of California, arose to a point of personal privilege. He expressed his resentment because one of the speakers had made a remark containing what the Rev. Mr. Powell regarded as an inference that the Diocese of California had presented its memorial with a desire to accomplish another purpose by indirect means.

Once more Dr. McKim, the tall-gray-haired leader of the "low church" element, obtained the floor. He started to speak and was drowned by cries of "louder!"

"If you will be softer I will be louder," said Dr. McKim. "I would not add a word to this disoussion, except on the question of privilege. But all this discussion has put me in an unfavorable light."

Dr. McKim then explained that he had tried to obtain some assurance that the question of a change of name of the Church would not be committed to the jurisdiction of the proposed committee to revise the Prayer Book. Failing to get the assurances that he desired, he declined to introduce his amending resolution as a precautionary measure.

"The question of changing the name of this Church touches my heart," said Dr. McKim with great feeling. It reaches my whole being. I could not bear to see the name of this Church changed. If we are to commit ourselves to another three years of agitation we had better postpone our World Conference on Christian unity."

Judge James McConnell, a lay deputy of the Diocese of New Orleans, said that the amendment offered by Dr. Goodwin of Virginia left the members of the proposed joint committee free to interpret what was "a proposition involving faith and doctrine of the Church." He believed that such a committee would be able to reach decisions on this point that would stand as the decision of the whole House of Deputies.

Following Judge McConnell, George Wharton Pepper of Philadelphia, a "high churchman," said: "I quite agree that if the pending resolution prevails, and the committee is appointed, it will be a matter of individual opinion whether that committee has jurisdiction in the change of the title of the Prayer Book or of the name of the Church. We shall have confusion worse confounded. I suggest simply this, that the resolution of the deputy from Washington, which was clear and precise in its terms, be reintroduced for your consideration, and voted on without debate. Otherwise it results merely in an attempt to inject prematurely into this convention the question of the change of name of this Church.

House Reconsiders Action.

Mr Pepper's motion to reconsider Dr. McKim's amendment was adopted by the House of Deputies, after a motion to lay it on the table, made by F. C. Morehouse of Milwaukee, was lost. Before the amendment resolution of Dr. McKim again was put to a vote, Dr. Talbot Rogers explained that the Committee on Prayer Book was only anxious to keep the question of the change of name of the church out of the convention, by having it referred to the proposed committee to revise the Prayer Book.

The report of the Committee on Prayer Book, with its two amendments, was then adopted by the House of Deputies. The report and the amendments were as follows:

"The Committee on Prayer Book, having under consideration the memorial from the Diocese of California, relating to the appointment of a joint committee to consider the revision of the Book of Common Prayer, and the memorial of the Convocation of the Missionary District of Arizona on the same subject, respectfully recommend the adoption of the following resolution:

"Resolved, The House of Bishops concurring, that a joint committee, consisting of seven Bishops, seven Presbyters and seven laymen be appointed to consider and report to the next general convention such revision and enrichment of the Prayer Book as will adapt it to present conditions, if, in their judgment, such revision be necessary."

The amendment by the Rev. Dr. Goodwin of Virginia was:

"Provided, That no proposition involving the faith and doctrine of the Church shall be considered or reported on by the committee."

The amendment by the Rev. Dr. McKim was:

"Provided, That no proposals to change the title page of the Prayer Book or the name of the Church shall be referred to said committee."

The routine work of the morning session was interrupted only once by a friendly tilt between Francis Lynde Stetson, lay deputy of the Diocese of New York, and Dr. Leighton Parks. The house was involved in a parliamentary tangle resulting from a resolution proposing an amendment to the Constitution whereby a rector in one parish should be required to notify the rector of another parish of the removal of a communicant from his parish to the other's parish. There were many motions. Mr. Stetson finally obtained the floor and said:

"I want to know why the Apostolic order should be so upset by the mere matter of a friendly letter from one minister to another."

"The question is," retorted Dr. Parks, obtaining the floor, "do we want the laity to tell us how to behave as pastors in this Church?"

The Times Acknowledges Receipt.

The following contributions have been received by THE TIMES to aid the wife and six children of Harry Lax, a peddler, who was killed by speeding motorists: "Little Baby Audrey," $10; "George P. P.," $20; "J. J.," $2, and "Walter M. W.," $5. These gifts were forwarded to Mrs. Lax.

OUR GIRLS PURITANS, IS M. POIRET'S IDEA

Says She Never Is Natural or Impulsive, but Always Conventional.

AND THEY ALL DRESS ALIKE

French Critic Asserts That Like Her American Ancestors the American Girl Wears a Uniform.

Besides being a designer of clothes, Paul Poiret is an analyst and an artist. He is quick to catch the dominant trait in a woman. When the question was put to him pointblank, as it were, without giving him time to think up an answer, "What is the dominant American type of girl, M. Poiret answered as quickly:

"The Puritan."

The questioner looked aghast, mindful of what thousands of other critics keep saying.

"Yes, Puritan," repeated M. Poiret, "although the word seems to shock you, instead of please you. And yet I know I am right," he continued. "This is not a verdict alone on the New York girls. It is my opinion on the American girl from California to Boston, from Washington to Toronto. I am told that the Southern woman has more of the Cavalier than the Puritan traits, but I do not know for I did not go South. She must be markedly different from all the girls I have met if she is in a class by herself. I do not except her through conviction, but because those with whom I have talked about the Puritanism of American girls tell me she has more of the Gallic qualities."

"But in what traits is the American girl of to-day a Puritan?"

"She represses her emotions," answered M. Poiret. "She never is really natural or impulsive. She thinks about the conventions before she speaks or acts. All her emotions are under cover. Her life, her actions, her conversation, are flawless, well-bred, irreproachable, but they are governed by system and the opinion of the world. She follows the line laid down by her Puritan ancestors in manners and emotions. In that lies the whole reason of the American type being Puritan.

"Even in her dress she is imitative, but not bold. Like her Puritan ancestors she wears a uniform. She only adopts what every other woman wears. That shows her conventionality and her Puritanism, in that she must not be different from her neighbor. Nothing has interested me so much as the uniformity of dressing among American girls. Each one might borrow the other's costume and pass it off as her own. The skirts are cut alike, the hats are made alike and tilted at exactly the same angle. They wear the same kind of blouses and a certain shoe covers every foot.

"At first I thought I was meeting girls from a school where a uniform was compulsory, and then I found that Chicago girls dress like New York girls; tourists at Niagara Falls were like the girls in Washington; those who took luncheon with me at the hotel in Philadelphia were duplicates of those who took luncheon with me at the hotel in New York.

"At first it gave me a sense of great confusion, then of great depression. I wanted to cry out the question to these strangers: 'Why do you dress alike? Why do you comb your hair alike? Why do you use the same handkerchiefs, put on the same shoes?'

"They even wear the same kind of jewelry. They decorate their houses alike. Whatever is the fashion, that they buy. Now this is Puritanism. It is the struggle for uniformity. It crushes freedom, it shackles individuality, it binds all the American girls together by an endless iron chain as though they were convicts of fashion.

Calls Their Faces "Wonderful."

"Do you know what I always think of as the dominant trait in the American girl's face?" asked Mr. Poiret, becoming the questioner. "It is that she sleeps well at night. You do not see this look in the girls of any other nation. She has a wonderful face in the way it expresses youth, vitality, good sleep, good food, good air, but the expression of her face is Puritan. It shows repression in every line. It is moulded by the conventional attitude toward life. She has a wonderful figure. She is the best of physical life from head to foot, but her walk, her gesture, her play of the hands, are all governed by what she thinks is the conventional thing.

"But her speech?" Surely she is not a Puritan there, for she is considered the most enlightened girl of her day on important subjects."

"Possibly," admitted M. Poiret. "But I doubt if she ever talks about those subjects. No one can question her intelligence, for that is the dominant trait in her face, but in her conversation, as in her clothes, she never moves an inch away from the conventions. Her Puritanism checks any spoken thought she may have on subjects outside of the well-beaten line of conversation.

The American Girl a Puzzle.

"In this trait she puzzles, and she tantalizes the mind which analyzes. What is she thinking of? What could she say if she permitted herself to say it? What is back of all that brilliancy and super-abundant health? I have asked myself the question a hundred times in the last two weeks. I have said to myself possibly is was because my English was poor and her French not fluent that she restricted herself to commonplaces, but I have dropped this conclusion, for I observe that she talks the same way to everyone. I watch her without ceasing in the gay restaurants, in the shops, on the train, in the picture galleries, but she never changes her method or manner of speech. Her face and her hands are quiet; she has been trained to keep them so.

"It has always been said that the American girls' eyes are more intelligent than any other girls'. Do you also find Puritanism there?"

M. Poiret hesitated a moment, then his serious expression flushed into a smile, he said:

"I cannot tell. How can I find out through their eyeglasses? Answer me a question: Do all the American girls wear eyeglasses because of defective eyesight, or do they put them on to veil the wonderful things their eyes might say and raise a doubt that they are Puritans, after all?"

THE NEW YORK TIMES is engaged in a search for The Girl of To-day, in order to present her to its readers by the most artistic method of photographic reproduction known. Her picture will cover the entire front page of a special rotogravure section of the Christmas number.

Everybody is invited to send in, before Nov. 1, photographs which must have been taken within a year, and from these, twenty-nine will be selected by seven judges, each of whom is famous as a creator of a type which represents a phase of the American girl. All of the twenty-nine photographs will be reproduced in the special Christmas section of THE TIMES. With each photograph submitted the name and address of the subject, together with the date when the picture was aken, must be sent in. A stamped and addressed envelope must accompany each picture that is to be returned.

WILSON'S GIFT TO A BOY.

Sends New Bicycle to Lad Who Ran Into His Automobile.

Special to The New York Times.

WASHINGTON, Oct. 13. — Robert Crawford, a messenger boy, is rejoicing to-day because not long ago he had a collision with President Wilson's automobile. The boy was slightly injured and his bicycle was smashed.

Since then Robert has been under the care of Surgeon Cary T. Grayson, physician to the President, and to-day, in the President's behalf, Dr. Grayson bought a new bicycle and sent it to the boy, with a kindly message from the President.

SAW HIM SHOT FOR DEER.

Girl's Delight Turned to Horror as Father's Body Is Discovered.

Special to The New York Times.

WATERTOWN, N. Y., Oct. 13.—"You got him all right," cried delightfully the daughter of Warren Briggs of Coffin's Mills, a hamlet in the Adirondack foothills north of here, as Grover Spencer fired at a deer on a drive in the woods yesterday afternoon.

The supposed deer pitced forward into a clump of alder bushes. The members of the hunting party ran forward, congratulating Spencer on his luck shot. They were horrified to discover the body of Briggs, a bullet through his heart. His daughter's grief was pitiable. The bullet, it is explained struck some hard substance and ricocheted, Briggs having been several feet to one side of the direct line of fire.

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12.4x7.10	97.00	150.00	12.10x8.8	139.00	175.00
12.7x8	102.00	150.00	13.3x9.9	148.50	190.00
12x9.3	111.00	155.00	13.10x10	172.50	220.00

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R. H. Macy & Co.'s Attractions Are Their Low Prices.

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Herald Square, Broadway, 34th to 35th St.

SALE of the ENTIRE STOCK of

The Largest Fifth Avenue Automobile Clothing House.

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This Fox-Stiefel Stock Was Assembled by Experts to Meet the Demands of the Hyper-critical. Savings of One-Half on Such Goods Are Highly Unusual.

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Chauffeurs' Suits
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Fur Boots
Fur Caps
Fur Coats
Fur-lined Coats
Fur-lined Boots
Fur Gloves
Goggles
Hats, Caps, Rubber Caps
Imported V-Neck Shirts
Leather Gloves
Leggings
Mackintosh Caps
Mufflers, Sweaters

CHILDREN

Boys' Cloth Coats
Caps
Fur Caps
Fur Gloves
Goggles
Mufflers

MISCELLANEOUS

Foot Warmers
Fur Robes
Robes
Fitted Toilet Cases
Drinking Cups

WOMEN

Cloth Coats
Dust Coats
Fur Caps
Fur Coats
Fur-lined Coats
Fur-lined Boots
Fur Gloves
Fur Hats
Goggles
Gloves
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Raincoats
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Veils
Woolen Hats
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at Macy's every day in the year for at least 1/4 less than at any other store in the city. This Saving is possible not only because Macy's both buys and sells for cash only, but because Macy's, to the best of our knowledge, is the only Store that does not pay discounts and commissions to chauffeurs. What Macy's *saves* by an honest one-price system is passed on, in the form of lower prices, to you.

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FRISCO HARMONY MEETING.

Western Stockholders Seek a Way Out of Road's Difficulties.

ST. LOUIS, Oct. 13.—One hundred thousand shares of stock of the St. Louis & San Francisco Railroad—one-fourth of the total—were represented at a meeting of the stockholders here to-day, which was called to devise means to harmonize the apparent conflict between the committee of Eastern stockholders and James Campbell of St. Louis, Vice President of the company, who recently invited the co-operation of stockholders in protecting their interests.

A. T. Perkins and S. W. Fordyce, both of St. Louis, were continued as a committee to represent the shareholders who attended to-day's meeting.

Mr. Perkins said the operation of the two-cent passenger law would cause the road to lose not less than $1,500,000 in the fiscal year 1913-1914.

Mr. Fordyce said the stockholders might be assessed on their holdings, but he did not think the assessment would be large.

The Voice of Men's Fashions

"I'M Norfolk Jacket. Mr. Nicoll and his Sons have so made my Box Pleats that they will readily open when the least strain is put on them. Mr. Golfer can "swing" as much as he pleases without Me binding Him. I'm Smart and Sightly, and Comfortable as a Sweater. My Price? $25."

Men's Clothes
$25 to $60, made to measure.

ESTABLISHED 1869
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"Your Watch

Is your time-table"—but can you depend on it? Consider this: there are 150 different parts in your watch, which should all be in perfect adjustment. The least variation, and your time is inaccurate.

Have you had your watch cleaned lately?

"Being in Business Since 1845 Means Something"
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Huyler's Baking and Cooking Chocolate (Premium, Blue Wrapper), unsweetened, ½-lb. cakes, 20c; ¼-lb. cakes, 10c.

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MONEY BILL FIGHT MAY TAKE A MONTH

O'Gorman Expects Measure to Stay in Committee That Long —Congress to Continue.

OLD BONDS NOT IN DANGER

McAdoo Denounces Report That They Are at 94—Richmond Banker Denies Conspiracy Against Bill.

Special to The New York Times.

WASHINGTON, Oct. 13.—While President Wilson was reiterating to his callers his unmoved determination that Congress should remain in session until the Currency bill was finally passed, the most pessimistic predictions yet heard as to the date of its passage were being made on the floor of the Senate. Mr. O'Gorman of New York, in the course of a running debate, said that he thought a report to the Senate from the Banking Committee might come late in November—perhaps.

Mr. Reed of Missouri, another member of the committee, thought that ten or twelve days after the close of the hearings on Oct. 25 would suffice to bring a majority of the committee together in support of an amended measure.

Other members of the committee were scarcely more optimistic. But there is some encouragement for the President in the open statement by Mr. Reed that he thought the bill would finally be reported from committee by a support that disregarded party lines. He added that every day spent by the committee in perfecting the bill and arriving at an agreement would save ten days of debate on the floor of the Senate.

Mr. Reed's hope for a bipartisan report on the bill accorded with Mr. O'Gorman's informal statement last week that it was not impossible that the unanimous vote of the committee would finally put the amended bill before the Senate.

The last hope that a recess would be ordered by Congress pending the Senate's committee's report in the bill has been abandoned. Senator Hoke Smith of Georgia, who last week polled his colleagues on the subject, announced on the floor of the Senate that too many unanimous consent agreements for the consideration of other measures had already been entered into. It had previously been understood that the House would have rejected a resolution to recess even if the Senate should pass one.

"There has been much confusion in the public and the legislative mind," said Senator O'Gorman. "The House committee has held no public hearings on this bill at this session. Of the committee that did hold hearings at the other end of the Capitol last session, only three members are now on that committee. I can well understand the surprise of the country when a question is raised whether bankers and business men shall be permitted to come before their representatives in Congress and point out the weaknesses of the pending bill. At times I can scarcely believe my eyes when I read suggestions that the bill as it stands be passed at once. The Senators in charge will perform their duty according to their consciences and their intellects. There are defects, blemishes and deficiencies in this bill, though in some quarters it is regarded as the last word."

"The committee should not be hurried," said Senator Ashurst of Arizona, "and if its members are Senators they will not be hurried."

The debate ended without any motion being made and without any understanding as to when the report could be expected.

No Bankers' Conspiracy.

The debate, which was sometimes bitter, came after a session of the Senate Committee, at which the charge of a conspiracy by the bankers to defeat the Owen-Glass bill had been strikingly denied by S. D. Scudder of Richmond, Va., who is regarded as the lone insurgent at the recent bankers' convention at Boston.

Chairman Owen, who stated last week that the Boston conference had opposition to the bill as its purpose of meeting, put Mr. Scudder on the stand to defend the bill. As a large delegation of country bankers who were members of the Boston conference were waiting to be heard, members of the committee were annoyed at the chairman's insistence that Mr. Scudder be called first. However, they insisted on cross-examining him.

In response to direct questions from Mr. O'Gorman, Mr. Weeks and Mr. Nelson, Mr. Scudder said flatly that he had seen no evidence of conspiracy against the bill, only a desire on the part of certain leading spirits at the Boston meeting to hurry the resolution condemning the measure.

"In that they were acting very much like persons high up in official life in Washington, weren't they?" asked Mr. Weeks, while a general laugh ran about the committee table.

Mr. Scudder admitted that he had not been a regular member of the Boston conference, because the capitalization of the Richmond Trust Company, which he represented, was $1,000,000, while the meeting was limited to representatives of institutions with a capital stock of $250,000 or less.

"Your bank is not now a national bank," said Mr. O'Gorman. "Would you go into the proposed system?"

"I don't know," replied Mr. Scudder, while some of the Senators smiled. "That would be a question for my stockholders to decide. But personally I should be inclined to go in, if the bill was amended in some respects."

"You think, then, the bill needs amendment?" persisted Mr. O'Gorman.

The witness admitted that he did. To further questions he replied that unless the time of maturity of rediscountable paper were extended in the bill the measure would prove of practically no avail to the smaller banks. He thought the time of maturity should be extended to one year, though to Mr. O'Gorman it apepared that such an extension would destroy the elasticity of the proposed currency.

Mr. Scudder explained his insurgency at Boston in this way:

"The whole question involved in the controversy is whether the bankers or the Government should control the currency. I believe that the Government should control it. I said that I believed the bankers would receive certain concessions from the Administration if they did not go to Washington and demand that the very heart of the bill be cut out. But that if they did make such a demand they might get harsher treatment than the present bill gives them."

Country Bankers See Wilson.

The committee afterward heard the delegation of country bankers, numbering 35 in all, who later called at the White House under the leadership of George W. Rogers of Little Rock, Ark., and were received by the President.

Mr. Rogers said earlier that unless the bill were amended materially, it would mean that many small national banks would surrender their charters and that many State banks would stay out of the proposed system.

The bankers urged the committee to make some provision for retiring the two per cent. Government bonds on which the present currency is based, and that the refunding be by higher interest paying bonds, or retirement at not less than par.

TWOS' VALUE NOT IMPAIRED.

Bonds Worth Par, Despite Fall in Price, McAdoo Tells Bankers.

Special to The New York Times.

WASHINGTON, Oct. 13.—Although the Treasury Department has consistently declined to make any statement with reference to the depreciation in the market price of Government 2 per cent. bonds, Secretary McAdoo, in an interview to-day with the delegation of country bankers, here to present their views on the Currency bill, denounced as unpatriotic, "and in a sense criminal," publications in newspapers that these bonds had fallen below the danger point. This was the first official utterance on the subject.

Fears expressed by the delegation that their banks would be seriously injured by the fall in the price of the bonds, which they mostly held, were brushed aside by Secretary McAdoo with the assertion that with the credit of the United States behind them the bonds were worth par.

No justification existed, he said, for the fear that 94¾ marked the danger point, that being the price to which the bonds dropped in the market last week.

"Ninety per cent., even, would not be the danger point, as far as the value of the bonds as national bank securities is concerned," he added.

Mr. McAdoo said the banks would be better off, as far as the twos were concerned, after the currency act was a law, under which, if the appropriate provision was retained in its present shape, the circulation privilege of the twos would be unimpaired for twenty years. At the end of that time, explained Mr. McAdoo, they would be redeemed by the Government in threes, whereas in their present status they were unredeemable and earned only 2 per cent.

Concern that the Government would demand additional security for circulation on account of the depreciation in the market price of the 2 per cents, was viewed by the Secretary as groundless. It was not his intention, he said, to demand additional security.

SAFE ROBBER ANSWERS CALL

Takes Telephone Message and Then Drops Work in a Hurry.

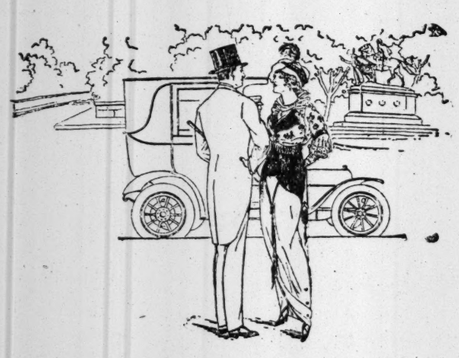
An impatient customer of the Eastern Printing Company of 191 Fulton Street called the office on the telephone on Sunday morning and asked if his order had been filled as promised. A somewhat agitated voice at the other end of the wire answered after a long pause:

"We'll have the work ready to-morrow morning."

"Oh, you will, will you?" was the quick reply. "I'll run right over, for I want what you have done now."

The receiver was hung up and the impatient customer hurried to 191 Fulton Street, but the place was locked. It was not unlocked until the force went to work yesterday morning, and the first thing the office force saw was that the safe had been tampered with. A fuse and nitro-glycerine were ready, and the whole safe bore signs of safeblowers interrupted just at the moment of touching the explosive.

What the interruption had been was not guessed until the impatient customer arrived and demanded an explanation of why the force had departed Sunday morning immediately after hearing that he was going to call. The safe contained $10, which would have been the safeblowers' reward if they had been left to finish their task in peace.



You are sure of getting there in a Yellow Taxicab.

The mechanism is inspected and tested every night, and the car kept tuned up. It must be in perfect working order or it can't go out the next day.

This requires a large force of workmen, a full equipment of machinery, and $75,000 worth of extra parts; but it is worth our while—and yours.

That's our kind of service.

Yellow Taxicab Company
Call up Columbus Ten Thousand

FIGHT ARMED MEN ON A CROWDED CAR

Panic Among Women as Detective Snatches Rowdy's Pistol and Both Men Roll on Floor.

GUN POINTED AT CONDUCTOR

And a Passenger's Hard Fist Fells the Gunman — One Victim with a Broken Leg.

Bound for Bay Ridge, a crowded Brooklyn trolley car bowled along Third Avenue for six blocks early last evening while Detective Friday of the Hamilton Avenue station and several of the more muscular passengers fought hand to hand with two armed Italians. When the armed men were finally subdued, the passengers were so anxious to administer justice then and there that it took the reserves to guard them on the way to the Fifth Avenue station.

The Italians, apparently the worse for drink, boarded the car at Carroll Street, and Friday, who had noticed them jostling passers-by on the sidewalk, thought he would keep an eye on them. The car had not gone far before he noticed that at every jar and lurch, they thought it a great joke to fall over into the laps of the women passengers. Friday stepped forward, showed his shield and gave a word of warning. The men affected not to understand him and at the next lurch, one of them tumbled again into a woman's lap.

Friday was waiting, and as the man straightened up the detective saw the gleam of a revolver in his hip pocket. In just about three seconds the detective had that revolver, and he and its owner were rolling around on the floor of the car. There was a panic at once. Women cried out and others fainted, and there was a general rush to get away from the conflict. Most agile of all was the other Italian, who bounded to the back platform. The conductor was there waiting to catch him, but the sight of another drawn gun made him pause.

Friday was getting the best of his man and the other Italian was standing, as if waiting for a chance to put a bullet into the detective, when one of the passengers planted a hard fist in his face, and as he fell the other members of the back platform delegation sat upon him. There was a struggle and much cursing, but they got his gun away. That made two Italians on the floor of the car, which, meanwhile was tearing along Third Avenue at top speed, for the motorman was hunting for a policeman.

Friday had the same idea, and he called to George Newman of 128 Twelfth Street, Brooklyn, to get the whistle out of his pocket and blow it. Newman got it, made his way to the back platform and gave a blast. Just as he did so he lost his balance and fell to the street, breaking his left leg. That was at Tenth Street. At Fourteenth Street the car came to a halt and two patrolmen from the Fifth Avenue Station came aboard. They and Friday got the two prisoners off and found themselves surrounded by an angry crowd that tried to lay hands on the Italians. The police rushed for a wall, backed their prisoners against it, drew their own guns, and so held the crowd back until the reserves cleared a path to the station.

Meanwhile young Newman had been placed in an ambulance and started for the Methodist Episcopal Hospital.

In the station, the prisoners said they were Michael Endenito and Gerona Balzano, both of 30 Fortieth Street, Brooklyn. They were locked up as violators of the Sullivan anti-weapon law. Endenito, according to Friday, was the prisoner taken by the combined strength of the back platform passengers, while Balzano was his own.

MEET NECKWEAR UNION.

Employers Organize for an Adjustment of Wage Scale.

Representatives of the neckwear manufacturers of New York met yesterday in the Hotel Albert, University Place and Eleventh Street, and organized into the Neckwear Manufacturers' Association. A committee was appointed to confer with a committee from the Neckwear Makers' Union regarding a wage agreement between the employers and employes. A previous agreement expired Oct. 10, and the organization of the manufacturers and the appointment of their committee was the result of a request from the union that a new agreement be drawn up. Last night the two committees went into joint session at the Hotel Albert and discussed the situation.

The union, which asserts it represents 50,000 workers in the city, has headquarters in the Broadway Central Hotel, and the Manufacturers' Association, to which the great majority of employers in New York are said to belong, has offices at the Hotel Albert.

Time Limit on Jack Johnson's Bond.

CHICAGO, Oct. 13.—Forfeiture of Jack Johnson's personal bond of $30,000 was ordered by Judge Carpenter to-day, effective next April, if the negro prize-fighter, who is reported to have taken out citizenship papers in France, does not appear for trial under the Mann White Slave act, which he is accused of having violated.

Apollinaris
"THE QUEEN OF TABLE WATERS."

REVISED IMPORT DUTY.

Prices for Apollinaris Water are forthwith reduced Fifty Cents per Case.

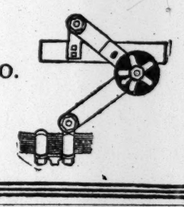
Rear Seat Comfort for Women Motorists

Eminent medical authorities agree that bouncing about in a motor car endangers the motorist's health.

Comfort, especially in the rear seat, is a consideration you owe to the women folks. Truffault-Hartford Shock Absorbers, when attached to the axles and body, eliminate road jolts and jars. They make rear seat comfort a certainty and minimize the possibility of damage to mechanism and springs and add to tire mileage by keeping the wheels on the ground. A model for every make of car. Specify Truffault-Hartfords.

Order by name from your dealer or from any branch.

HARTFORD SUSPENSION CO.
1700 Broadway, near 54th Street
212-214 West 88th Street
Newark Branch: 311 Halsey St.



Ford
THE UNIVERSAL CAR

after the harvest the wise man buys a Ford. He provides himself both pleasure and an efficient and economical servant for the seasons to come. Viewed from any angle, he knows the Ford is his best "buy" of the year.

Five hundred dollars is the new price of the Ford runabout; the touring car is five fifty; the town car seven fifty—all f. o. b. Detroit, complete with equipment. Get catalog and particulars from Ford Motor Co., 1723 Broadway, New York, also Jackson Ave. and Honeywell St., Long Island City.

THIS WEEK—AND NEXT
American Beauty
CARNIVAL

Five Feet Long—THE BEST, Per Doz. $4.50
Four Feet Long " " Per Doz. $3.50
Three Feet Long " " Per Doz. $2.50

ROSES
Fleischman

FRESH CUT EACH MORNING

Compare Our Prices and You Will Find Fleischman's Always Lowest, Quality Considered.

5th Ave., Cor. 42d St.
Hudson Terminal Bldg., 30 Church St.
Railway Exch. Bldg., Chicago.

Sale English Woolens
$60 to $90 Suit or Overcoat Made to Measure, $25
SILK LINED THROUGHOUT

Special purchase and sale of a new importation of English Woolens from the noted Huddersfield Mills, Huddersfield, England, just arrived. Select and careful buyers know these Huddersfield Woolens to be superior in texture, design, quality and weave, due to the superlative quality of wool used, the dyeing processes and method of manufacturing known only to the skilled workmen of Huddersfield. This sale is only made possible by the fact that a prominent New York importer, who has a reputation for bringing out the smartest fabrics first, disposed fo us for cash 750 Suitings guaranteed only to be had in $60 and $90 clothes, which we will build to your measure in Suit or Overcoat at this ridiculously low price, $25. Silk lined throughout.

GUARANTEED
$60 TO $90 VALUES

Suit or Overcoat Silk Lined Throughout $25

MADE TO MEASURE

We are the only tailors with workrooms right on our premises. Ritchie Clothes are made by our skilled workmen under our closest personal supervision, where your most minute inspection of the making gives you convincing evidence of the sterling superiority of Ritchie Clothes—you see and we urge you to see—the inside of Ritchie Clothes in the making; details hidden from you by other tailors.

PURE WOOL—PERFECT FIT—ENTIRE SATISFACTION GUARANTEED

Our Only Store Ritchie THE RELIABLE TAILOR Our Only Store

30 Church St., Cor. Dey, in the Hudson Terminal Bldg.
(One Block from John St. Subway and Cortlandt St. Station 6th Av. "L.")

Over a Half-Million Lines of Financial Advertising in Nine Months

In the nine months of 1913 THE NEW YORK TIMES published 583,543 agate lines of financial advertising, 274,159 lines more than the next New York morning newspaper, 213,265 lines more than the New York evening newspaper making a feature of financial matters—a volume greater by 124,254 lines than the COMBINED volume of FIVE other New York morning newspapers.

In 1853 the New York State Legislature designated THE NEW YORK TIMES as the medium to exclusively print the Bank Statements in this State. Practically ever since that time THE NEW YORK TIMES has been the acknowledged medium for all financial advertisements and carries a greater volume than any other newspaper.

THE TIMES reaches more executives, directors and stockholders of American Banks, Railroads, Industrial Corporations and men of affairs than any other American newspaper.

GIANTS PAID OFF---WHITE SOX CHICAGO CHAMPIONS---FOOTBALL---WOMEN'S NATIONAL GOLF

GIANTS' WORLD'S SERIES PAY DAY

All of Them Happy When the "Ghost Walks"—Player-Writers Not Punished.

The Giants, who, excepting the Athletics, were the best ball club in the late lamented world's series, forgot that they were ball players yesterday, and spent the day between Wall Street and Tiffany's. Last week they also forgot that they were ball players.

It was pay day at the Giants' office, where the National Commission sent up a heap of money to be distributed among the players. The Giants got $2,162.92 each. Some of the recruits, who didn't have a chance to play in the series, did not get quite as much as that, but were well paid for sitting on the bench. To the credit of some of McGraw's men, it ought to be mentioned that they remarked that they were really ashamed to take the money.

The commission also sent a check to the Athletics, who got $3,246.92 apiece for their few days' diversion. Carroll Brown was given 50 cents extra for warming up the way he did on every day of the series. Carroll started to warm up on Tuesday and he kept right on pitching up to late Saturday night. He earned every nickel he got.

The Giants remembered Trainer Eddie Mackall and Dick Hennessey, the bat boy, and they also contributed a fund of $1,000 to the widow of John Murphy, the former groundkeeper at the Brush Stadium.

The players are terribly provoked for not winning more of those games with the Mackmen. But as they got well paid for being provoked, they will try to survive the shock and bitter disappointment.

The National Commission at the last minute decided that it would not punish the players for writing pieces for the papers. Author McGraw, Author Mathewson, and Rube Marquard, who also burst into prose, and Al Demaree, who cartooned his way through the series, drawing so much that he tired his pitching arm, were all forgiven by the Commission and were told not to do it again. So there. Outside of drawing a few pictures and his money, Demaree didn't cut much of a figure in the series. He also drew the indignation of several hundred fans who wagered honest-and-true money on him to win.

It was a hard day for the National Commission yesterday, because, as the paying off was set for high noon, Garry Herrmann and Ban Johnson had to get up before breakfast. Mr. Herrmann said that it was pretty tough to have to get up as early as 11:30 and give money to ball players. If he had his way the paying off would be done at midnight, when everybody is up, about, and wide awake. As it was he had to hurry through his grape fruit and didn't have time to do justice to his roquefort cheese salad. And he had to cut out his oatmeal and honey altogether.

Those members of the Giants who are not going on the tour around the great earth will remain in town for a few days, to finish their business with their brokers, tailors, and jewelers. And then they will start their respective ways, each driving his respective motor car.

Capt. Larry Doyle, who made that lifesized error, and who was going to spend the Winter at Palm Beach with his bride, has decided that the hotels down there are not expensive enough, so he will take his honeymoon trip around the world. Larry will stop off a few days in Ireland to tell friends how the Giants lost.

The Giants' party of world tourists will leave New York on Friday morning at 10 o'clock for Cincinnati, where the first game will be played with the Chicago White Sox party. Harry Sparrow will take the trip, occupying two staterooms. Harry is growing large—that he resembles a whole neighborhood. Manager McGraw said yesterday that as a world's series team his well-known Giants could just about win a flag in the New York State League. They tried to do their best and did their worst.

One of the most disappointed men over the Giants' showing was Bert Kenney of Olean, the man who made a ball player of Mac. Bert took Mac at the age of 15 and taught him all he knows about the game. After two years of teaching McGraw was placed at third base on Kenney's Olean club. He's old and gray now, and came to town to see the series. He gave McGraw a good stiff "call" for not making a better showing. He was reminiscent yesterday and down at the Imperial held a fanning bee and told about Mac's first game. The first ball that was hit at McGraw was a fast one, and instead of throwing it at the first baseman, McGraw threw the ball over the little wooden grand stand. Some of his players have been doing the same trick ever since.

Jack Gleason is going to make the trip with the Giants armed with his moving picture camera. He expects to get a "movie" of the Geisha girls in Japan and the kangaroos in Australia. He is going to bring back a few pyramids as souvenirs for his friends. And a sphinx or two, maybe.

Nobody has yet given the outlook for next season. No ball club has ever won four pennants in succession, and if the Giants win another they will hang up a new record. The season will open about April 12. The battery for New York will be Mathewson and Meyers. Harry Stevens has decided that the price of sandwiches and lemonade will be about the same. It looks like a big season.

CONGRATULATING MACK.

President Johnson Among Hundreds That Send Word to Athletics.

PHILADELPHIA, Oct. 13.—Hundreds of letters and telegrams congratulating him on the winning by the Philadelphia Athletics of the world's baseball championship were received to-day by Connie Mack, manager of the team. Among them was the following from President Johnson of the American League:

"Hearty congratulations to you and your world's champions on their splendid showing. As the American League representatives with three series to their credit their record may never be equaled."

Nearly all the members of the victorious team were at Shibe Park today. The Athletics' share of the world's series receipts will not be turned over to the local club until after the meeting here to-morrow of the National Commission.

First Baseman McInnis and Right Fielder Eddie Murphy announced today that they will not go on the tour of the world with the New York and Chicago clubs. Both had been invited to become members of the White Sox team.

Yankees Start to Weed Out.

The release of George Whiteman, outfielder, to the Montreal Club of the International League was announced last night by Secretary Davis of the New York American League Club. Whiteman was secured from the Texas League, and played with the New Yorks in a few games during the latter part of the season.

Harry Davis's Son Dies Suddenly.

PHILADELPHIA, Oct. 13.—Harry Davis, Jr., thirteen-year-old son of the former Captain and first baseman of the world's champions, died suddenly early to-day at the home of his parents here. Young Davis did not complain of illness, but was stricken suddenly and died in a short time. So far as physicians could determine, death was due to indigestion and heart disease. The boy was on Shibe Park field last week practicing with his father and the other Athletic players.

Catcher Eddie Heydon Dead.

INDIANAPOLIS, Ind., Oct. 13.—Eddie Heydon, former catcher for the local American Association Baseball Club, and later with the Washington American League Club, died at his home here to-day of curvature of the spine, which resulted from injuries received on the diamond. A benefit game for his widow and four children, who were left penniless, will be played here Saturday by Heydon's friends.

GREGG "FANS" NINETEEN.

Cleveland Wins in Thirteenth—Ties Series with Pittsburgh.

PITTSBURGH, Oct. 13.—The Cleveland Americans defeated the Pittsburgh Nationals to-day by a score of 1 to 0 in a game of thirteen innings. It was a remarkable pitchers' battle between Gregg of Cleveland, who struck out nineteen men, and Hendrix of Pittsburgh, who fanned nine batters.

The post series now stands a tie at three each, between Cleveland and Pittsburgh, with the deciding game to be played here to-morrow.

The game to-day was won when Gregg doubled with one man out in the thirteenth, and scored on a single by Liebold.

The official attendance was 5,641, and the receipts as announced by the National Commission, were $2,698.75. The score:

CLEVELAND.	AB	R	H	PO	A
L'bold, cf.	5	0	2	3	0
Ch'm'n,cf.	6	0	0	2	0
J'kson, rf.	6	0	0	0	1
Lajoie, 2b.	5	0	0	4	2
J'ston, 1b.	5	0	3	6	0
Olson, 3b.	4	0	1	0	1
G'ney, lf.	5	0	0	1	0
Car'ch, c.	5	0	0	22	3
Gregg, p.	5	1	2	1	3
Total.	46	1	8	39	10

PITTSBURGH.	AB	R	H	PO	A
Carey, lf.	5	0	0	2	0
Dolan, 3b.	5	0	0	2	1
McC'y, 2b.	4	0	3	3	4
W'g'r, ss.	4	0	0	4	5
Miller, 1b.	5	0	0	12	1
Wilson,rf.	3	0	0	3	0
*Butler	1	0	0	0	0
Mensor,rf.	1	0	0	2	1
M'ch'l, cf.	5	0	2	2	0
Simon, c.	3	0	0	9	1
†Viox	1	0	0	0	0
H'drix, p.	5	0	0	0	5
Total.	42	0	5	39	18

*Batted for Wilson in tenth inning.
†Batted for Simon in thirteenth inning.

Errors—Leibold, Chapman, Olson, Dolan, McCarthy, Wagner, Hendrix.

Cleveland..... 0 0 0 0 0 0 0 0 0 0 0 0 0 1—1
Pittsburgh..... 0 0 0 0 0 0 0 0 0 0 0 0 0 0—0

Two-base hits—Johnston, Gregg. Stolen bases—Chapman, Jackson, Graney. Double play—Hendrix and Mensor. First base on balls—Off Hendrix, 1; off Gregg, 2. Wild pitch—Gregg. First base on errors—Cleveland, 3; Pittsburgh, 2. Sacrifice bunts—Leibold, Simon. Left on bases—Cleveland, 8; Pittsburgh, 6. Struck out—By Hendrix, 9; by Gregg, 19. Time of game—Two hours and fifty-eight minutes. Umpires—Mr. Emslie, at plate; Mr. Dineen, on bases; Mr. Evans, right field, and Mr. Eason, left field.

New Stands for Boston Nationals.

Special to The New York Times.

BOSTON, Oct. 18.—Property at the corner of Columbus Avenue and Walpole Street has been acquired by the Boston National League Baseball Club. The old buildings will be razed, and the space will be the site of a new grandstand to be erected before the next season. The maximum, both of playing surface and of seating capacity, is sought. It may be possible by moving the diamond to the east to get a slightly longer left-field foul line, and at the same time a much longer right-field foul line. Meanwhile tall standards of steel and cement construction will more than make up for what restriction of the present first and third base bleacher seats may be involved in the new plans.

Victory for Columbia Juniors.

With George Smith, the 'Varsity pitcher, in the box, the juniors defeated the sophomores in Columbia University's interclass baseball series on South Field yesterday afternoon, winning by a score of 7 to 4 in five innings. Smith allowed only three hits, but errors by his teammates let the second-year men get three runs in the second inning. The 1915 men hit Oberrender and Shea hard. The score by innings:

	R.	H.	E.
Juniors	2	3	0
Sophomores	0	3	0

Batteries—Smith and Lane; Oberrender, Shea, and McKiniiss.

World's Tour Game in Portland.

PORTLAND, Ore., Oct. 13.—The New York Giants (Nationals) and Chicago White Sox (Americans) will play an exhibition game in Portland on Nov. 18, a contract for the game having been signed to-day.

DON CHENAULT'S STAKE.

Colt Outclasses His Field in $8,000 Race at Lexington, Ky.

LEXINGTON, Ky., Oct. 13.—Don Chenault, the Peter Donna-Stella Chenault colt, owned by the estate of H. C Pickerson, easily won the Championship stallion stake, with an estimated value of $8,000, in the Grand Circuit racing here to-day, clearly outclassing his field. The colt was well handled by Stinson, but was never in danger.

The Lexington stake for 2-year-old trotters was won by Lady Wanetka, with Cox up, in straight heats. In this race Lucille Spier broke badly in the second heat and was distanced.

The 2:14 trot went to Redlac, Jr., after he had lost the first two heats to Bright Axworthy. The pace set in the other heats, however, was too fast for the Axworthy gelding and the best he could do was second in each of the three heats.

The 2:06 pace was won by Our Colonel, after Jones had been taken out as driver and Murphy substituted. Zombrewer won the first heat, and Our Colonel was easily victor in the next three rounds. Jones was fined $200 for not trying to win the first heat and Murphy was awarded the $100 for driving the winner.

Sweet Spirit won the first heat of the 3-year-old trot and Tuna Z. the second, and the race went over until to-morrow.

WATCHUNG HOUNDS RUN.

Twenty-Mile Ride for Large Field Over Plainfield Territory.

Special to The New York Times.

PLAINFIELD, N. J., Oct. 13. — The Watchung hounds led a large field of riders over twenty miles of open country to-day. The meeting place was at Mount Pleasant at 10:30 o'clock. The hounds were cast in on the Suydam farm, where they quickly picked up the scent and were off at full cry, going in the direction of the Colonial Country Club, near Rahway, where the first check was made. Here the hounds were cast in again, heading straight for Metuchen, then circling around to Oak Tree, where they were checked again on the Tappan estate.

When crossing the Ten Eyck farm H. S. Hollis came a cropper, but was uninjured. The jumping on the Kelly estate was most difficult, but all the riders negotiated it without mishap. The run could be seen from the near-by highways, and a number of automobile parties took advantage of this and followed.

Among those in the field were the following: R. C. Finch, M. F. H.; L. B. Smith, R. H. Towner, H. A. Bourne, F. D. French, Miss Brown, Beverley Brown, Miss Charlotte T. Finch, Mrs. J. J. O'Donohue, Miss Florence L. Walton, J. J. O'Donohue, H. L. Finch, H. S. Hollis, and Huntsman Harrison.

Sculler Smith Defeats Bennett.

BOSTON, Oct. 13.—James Smith, one of the professionals of the Union Boat Club of Boston, defeated Harry S. Bennett of Springfield in a single scull match race in the Charles River Basin to-day by two lengths. The course was three miles, with a turn. The time was 20:21 3-5.

Howard Wins Holiday Shoot.

J. A. Howard won the holiday shoot of the Bergen Beach Gun Club yesterday. As a rule the club holds the cosmopolitan championship on Columbus Day. Yesterday, however, the championship was not on the programme, and the principal shoot was a merchandise handicap at 100 targets. The winner shot with a handicap of 8, and, breaking 90, had a total of 98. The second prize was taken by A. V. Suydam. The handicaps and scores: J. A. Howard, 8, 98; A. V. Suydam, 7, 97; J. F. James, 4, 96; H. H. Shannon, 5, 96; W. Fenile, 18, 96; S. Isaac, 6, 95; Dr. Sauer, 2, 94; H. Schorty, 10, 93; C. S. Medler, 3, 93; P. Von Boeckman, 2, 91; Dr. Moeller, 20, 91; R. Randall, 20, 91; C. Schaffer, 17, 90; H. Montanus, 10, 86; A. Abeles, 20, 84; G. S. K. Remsen, 4, 84; W. H. Dreyer, 5, 83; H. Hewens, 18, 82; D. Hutchinson, 18, 81; W. Wellbacher, 20, 81; J. V. Vanderveer, 6, 81; H. Keller, 0, 81; P. Collins, 20, 80; J. A. Riebomd, 20, 80; H. D. Tracy, 18, 80; A. Russell, 10, 80; J. F. Simonson, 4, 79; F. Magnella, 10, 78; C. Cooper, 20, 77; J. H. Dannefelser, Jr., 20, 73, and A. Hamilton, 0, 67.

DALTON Swimming School
SWIMMING SCIENTIFICALLY TAUGHT; private instruction; 2 filtered pools. 21 W. 44. 3250 Bryant.

WHITE SOX WIN CHICAGO TITLE

153,920 Persons See Seven Games with Cubs for City Championship.

CHICAGO, Oct. 13.—The Chicago Americans made it three in a row from the local Nationals to-day and won the city championship. The score was 5 to 2. Scott, vanquished in a duel with Humphries Friday, had ample revenge on his rival in to-day's game.

To Jacques Fournier goes the honor of driving in the runs which decided the game. His double in the fourth inning sent the winning runs across the plate.

The Sox started a bombardment against Humphries's curves in the fourth. After Lord had walked, Chase singled. On Bodie's attempted bunt, Lord was forced at third, but Collins drove out a single and Chase scored the first run by making a beautiful slide under Archer. Fournier followed Collins with a double into the overflow crowd and Bodie and Collins scored. A pinch hitter batted for Humphries in the next inning, and Jimmy Lavender, who went to the mound for the Cubs, was greeted with a fusilade of hits, which included doubles by Lord and Bodie and a single by Chase, giving the Sox two more runs.

The Nationals got their first run in the fourth inning. Evers singled and took second on Schulte's out. Zimmerman struck out, but Saier's safe drive sent the manager to third. A double steal was started. Weaver took Schalk's throw and tried to run down Saier between first and second, but they collided at first base and Weaver dropped the ball. In the meantime Evers stole home. Scott tightened up after this and his teammates played in spectacular style.

In the ninth the Cubs again threatened. Saier got a single after there was one out. Lord flied out and Bridwell and Archer followed with sharp singles which scored Saier.

Manager Evers rushed his artillery into the game in the final round, but lightning fielding on the part of Berger and Weaver stopped the belated rally.

To-day's victory for the American Leaguers brings to a close the seventh meeting of the clubs, the Sox winning four times and the Cubs twice, with the first series a tie.

The attendance to-day was 29,484; receipts for to-day, $19,569. National Commission's share, $1,956; each club's share, $8,806.

The grand total of attendance for the six games, with the receipts and divisions of the money, is as follows: Total attendance, 153,920; total receipts, $105,815; National Commission's share, $10,500; each club's share, $29,433; players' pool, (for first four games,) $36,325. This amount is divided between the winners and losers as follows: American League players, $21,795; National League players, $14,530. The score:

WHITE SOX.	AB	R	H	PO	A
W'ver, ss.	4	0	0	2	1
Lord, 3b.	3	1	1	3	1
Chase, 1b.	4	2	2	7	1
B'die,rf,cf.	4	1	2	2	0
C'ns,cf,rf.	4	0	0	3	0
F'nier, 1b.	4	0	3	8	0
Schalk, c.	4	0	0	5	0
B'rg'r, 2b.	4	0	0	1	5
Scott, p.	3	0	0	0	2
*Miller	1	0	0	0	0
Total.	34	5	11	27	10

CUBS.	AB	R	H	PO	A
Leach, cf.	3	0	1	1	2
Evers, 2b.	4	0	1	2	0
Sch'lte, lf.	4	0	0	1	0
Zim'n, 3b.	4	0	0	2	0
Saier, 1b.	3	1	2	11	1
Good'r, rf.	4	0	1	4	0
B'dw'l, ss.	4	0	2	1	3
Archer, c.	4	0	3	3	3
H'phr's,p.	1	0	0	0	2
†Miller	1	0	0	0	0
Lav'der, p.	1	0	0	0	2
‡Stewart.	0	0	0	0	0
‖Williams.	1	0	0	0	0
§Phelan	0	0	0	0	0
Total.	34	2	9	24	14

*Batted for Humphries in the fifth inning.
†Ran for Bridwell in the ninth inning.
‡Batted for Lavender in the ninth inning.
§Ran for Archer in the ninth inning.
Errors—Archer, Weaver.

White Sox..... 0 0 0 3 2 0 0 0 .—5
Cubs..... 0 0 0 0 0 0 1 0 0 0 1—2

Two-base hits—Collins, Fournier, Lord, Bodie, Archer, Humphries. Home—Humphries. Left on four innings; off Lavender, 7 in four innings. Stolen base—Evers. Double play—Weaver and Berger. Left on bases—Cubs, 7; White Sox, 6. First base on balls—Off Scott, 2; off Humphries, 1. Struck out—By Humphries, 1; by Scott, 5; by Lavender, 1. Time of game—One hour and fifty-three minutes. Umpires—Mr. O'Loughlin, behind the plate; Mr. Orth, on bases; Mr. Sheridan, in left field; Mr. O'Day in right field.

Fist Fights in St. Louis Game.

ST. LOUIS, Oct. 13.—A fist fight between players, numerous verbal battles between the managers, the desertion of the umpires, and many other exciting features kept the "fans" in a lively spirit at to-day's double header of the series to decide the city championship of the major league teams. To-night the championship is still undecided, each club having won three games and tied two. The Nationals won the first of to-day's games, 5 to 2, and when darkness stopped the second at the end of the fifth inning, the score was 1 to 1. The scores:

FIRST GAME.

NATIONALS.	AB	R	H	PO	A
H'gins,2b.	3	0	0	0	5
Magee, lf.	2	0	0	1	0
Wh'ted,3b.	4	0	0	0	3
Oakes, cf.	2	0	0	2	0
K'tchy,1b.	4	2	2	15	0
Evans, rf.	1	1	0	2	0
O'L'y, ss.	3	1	1	1	2
Snyder, c.	2	0	0	6	0
H'mon, p.	3	0	0	1	3
M'rey, rf.	1	0	1	0	0
Total.	29	5	7	27	14

AMERICANS.	AB	R	H	PO	A
Sh'ten, cf.	4	1	2	3	0
Austin, 3b.	3	0	0	3	1
Pratt, lb.	2	0	0	9	1
Pratt, c.	2	0	0	4	0
Walker, lf.	3	0	1	1	0
W'ms, rf.	3	0	1	0	0
B'land, ss.	4	0	0	1	1
Agnew, c.	4	0	0	4	0
B'mg'r, p.	0	0	0	0	0
Taylor, p.	0	0	0	0	1
Lev'z, p.	1	1	0	0	1
‖Shotten	1	0	0	0	0
†Rickey	1	0	1	0	0
Total.	31	2	5	24	12

*Batted for Baumgardner in the fifth inning.
†Batted for Taylor in the eighth inning.
Errors—Konetchy, O'Leary, Shotten, Taylor.

Nationals ..... 1 0 0 2 0 1 0 1 .—5
Americans ..... 0 0 0 0 0 0 0 2 0—2

Two-base hit—O'Leary. Three-base hit—Konetchy. Hits—Off Baumgardner, 5 in four innings; off Taylor, none in three innings; off Leverenz, 2 in one inning. Sacrifice hits—O'Leary, Snyder, Austin. Sacrifice fly—Crossin. Stolen bases—Williams, Evans. Double plays—Harmon and Konetchy; Pratt and Wares; Austin, Wares and Crossin. Left on bases—Nationals, 5; Americans, 7. Bases on balls—Off Baumgardner, 2; off Taylor, 1; off Harmon, 2. Hit by pitcher—By Harmon. (Baumgardner.) Struck out—By Baumgardner, 3; by Harmon, 2. Time of game—Two hours and five minutes. Umpires—Messrs. Umpires—Messrs. Brennan and Hildebrand.

SECOND GAME.

NATIONALS.	AB	R	H	PO	A
H'gins,2b.	3	0	1	1	0
Magee, lf.	2	00		1	0
Wh'ted,3b.	2	0	0	0	2
Oakes, cf.	2	0	0	2	0
K'tchy,1b.	1	0	0	7	1
Evans, rf.	2	0	0	1	0
O'L'y, ss.	2	1	0	0	4
Snyder, c.	2	0	0	4	0
H'mon, p.	1	0	0	0	1
*Mowrey	1	0	0	0	0
Total.	18	1	1	15	8

AMERICANS.	AB	R	H	PO	A
Sh'ten, cf.	3	1	2	1	0
Austin, 3b.	3	0	0	0	2
Wares, 2b.	3	0	0	2	3
Walker, lf.	3	0	0	2	0
W'ms, rf.	2	0	1	1	0
B'land, ss.	1	0	0	0	1
Cr'sln, 1b.	2	0	0	7	0
Agnew, c.	2	0	0	1	0
Lev'z, p.	2	0	1	0	0
Total.	21	1	4	15	6

*Batted for Harmon in fifth inning.
Errors—Mowrey, O'Leary, Bisland, Crossin.

Nationals ..... 0 0 0 0 0 1—1
Americans ..... 0 0 1 0 0 0—1

Sacrifice hit—Bisland. Stolen bases—Shotten, Konetchy. Bases on balls—Off Leverenz, 2. Struck out—By Harmon, 3; by Leverenz, 2. Left on bases—Nationals, 4; Americans, 6. Time of game—One hour and ten minutes. Umpires—Messrs. Bronnan and Hildebrand.

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YALE CLOSES GATES AGAIN.

Half Hour's Scrimmage and Long Signal Drill in Secret.

Special to The New York Times.

NEW HAVEN, Conn., Oct. 13.—Secret practice started at Yale again to-day after a let up of several days, Head Coach Jones being so satisfied with the rudimentary work of Saturday's game that he tried out some new plays. The 'Varsity men were kept in the scrimmage instead of resting, and the only men who were absent were Gile and Wiser, who were hurt. Avery played in place of Gile and Ainsworth for Wiser.

The scrimmage was very fast, but the 'Varsity backs beat down the scrub line. As soon as there was an opportunity Ketcham kicked a goal from placement, which he followed three minutes later with a duplicate.

The only other score was a touchdown by Wilson, who plowed through centre from the seven-yard line. Harbison was the only cripple to return to the field to-day, and busied himself with kicking. While Arthur Howe spent most of his time with the quarter backs, he gave Harbison some points. He was the only new coach.

Besides the scrimmage, which lasted nearly half an hour, there was a long signal drill, the same 'Varsity team being used. There was individual work for the backs and breaking through for the linemen.

BROOKE DRIVES PENN.

Hard Scrimmage for 'Varsity in Preparation for Game with Brown.

PHILADELPHIA, Oct. 13.—With all the men in good condition after the Swarthmore game last Saturday, Head Coach Brooke of the University of Pennsylvania football team decided to get the 'Varsity down to hard work at once in preparation for the Brown game this week, and this afternoon sent the 'Varsity through a hard thirty-minute scrimmage with the scrubs.

Most of the regulars were kept in the scrimmage only a short time, and after the 'Varsity scored two touchdowns Brooke ordered the second-string men into the game. Bloom, who was tried out at tackle and half back this season, was placed at left half back on the 'Varsity to-day, and under the tutelage of Coach Pauxtis showed up well.

A host of former football stars were on the field and helped out in the coaching. Among them were Coach Gieg of Swarthmore, "Danny" Hutchinson, the former Red and Blue star, and at present coach of Wesleyan; Harrington, last year's halfback and coach of Dickinson this season, and Hutchinson Scott, the famous on-side kicker of the 1911 team.

HARVARD TAKES A REST.

Only Substitutes and Second Team Engage in Practice Game.

CAMBRIDGE, Mass., Oct. 13.—Most of Harvard's regular football men rested to-day, while the substitutes and second team players were given hard work. Team headed Callahan, running mate of Brickley and Hardwick in the 'Varsity backfield, defeated Team B in straight football, 6 to 0. No forward passes or open plays were tried. Mahan's one try for a field goal failed. After the scrimmage there was a long session for individual coaching.

Short Practice for Middies.

Special to The New York Times.

ANNAPOLIS, Md., Oct. 18.—Less than an hour was spent in practice by the Naval Academy football squad this afternoon and there was no line-up. The players were in excellent spirits after their decisive victory over Georgetown on Saturday, but some of this was taken out of them by Head Coach Howard and Field Coach Reilly, who talked to them about the misplays which resulted in penalties. These penalties aggregated over 200 yards, and it was pointed out that a serious matter this would have been against a dangerous opponent. The team has developed rather fast and is playing strong football for so early in the season, but fears fear that the team may reach its climax too early, and will work some of the men slowly for the next week or two. A special effort will be made to develop the forward passing game, as the Navy's attack now depends entirely upon its heavy charging forwards and several strong line-punching backs.

Big Demand for Harvard Tickets.

CAMBRIDGE, Mass., Oct. 13.—The number of applications filed to-day by Harvard undergraduates for tickets for late season football games indicated that seats for the Harvard-Yale contest on Nov. 22 would be even more in demand than in previous years. Twice the usual number of clerks were required at the Harvard Athletic Association to handle the applications not only for the Yale game, but for the contests with Cornell on Nov. 1 and with Brown on Nov. 15. Many students applied for seats for the Harvard-Princeton game, to be played at Princeton on Nov. 8.

Commerce Takes Red-Hot Game.

Stubborn resistance was encountered by the High School of Commerce yesterday in the high school championship soccer match with Erasmus Hall at the Prospect Park Parade Grounds, the former winning by the score of 1 goal to 0. There was considerable rough play, and during the first period Hearn, Erasmus Hall's goalkeeper, was laid off for two minutes. After the game, feeling ran a bit high, because of alleged fouling, but quiet was restored by the cooler heads in the crowd. The line-up:

Erasmus.	Position.	Commerce.
Hearn	Goal	Holman
Ever	Right back	Fraser
Gardner	Left back	Segal
Mendelsohn	Right half	Hyman
Dahl	Centre half	Meister
Lipschutz	Left half	Wiener
Francis	Outside right	Ebert
Plam	Inside right	Daly
Fish	Centre	L. Koslow
Finkelstein	Inside left	Fitzgibbons
Bond	Outside left	J. Koslow

Referee—Mr. Fleischmann. Linesmen—Messrs. Neidel and Jones. Goal—Mr. Fitzgibbons. Time of game—Halves of thirty minutes.

Manual Wins School Soccer.

Showing the effects of superior training, and with some advantage in weight besides, the champion soccer players of the Manual Training High School of Brooklyn defeated the eleven of Morris High School in a championship game at the Prospect Park Parade Grounds in Brooklyn by the score of 3 goals to 1, yesterday morning. The champions tallied twice in the first half, but in the second honors were even. The line-up:

Manual Training.	Position.	Morris High.
O'Brien	Goal	Pelton
Hamman	Right back	Label
Lahey	Left back	Merski
Smith	Right half	Bandes
Willigan	Centre half	Crossman
Lind	Left half	Briscoe
Campbell	Outside right	Sallafornaggio
Titus	Inside right	Brown
Clark	Centre	O'Kane
Bryant	Inside left	B. Tinsley
De Gaudenzie	Outside left	W. Tinsley

Referee—J. Holman. Linesmen—Cook, Manual Training, and Schulman, Morris High. Goals—Titus, De Gaudenzie, and Lieberman, Manual Training; O'Kane, Morris High. Substitute—Lieberman for Bryant. Time of game—Halves of thirty minutes.

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LAMBERTON TRIED OUT AS A PUNTER

Tiger "Kicker" Does Not Reach Standard Set by Capt. Baker and Merritt.

Special to The New York Times.

PRINCETON, N. J., Oct. 13.—The Princeton coaches this afternoon spent their time trying to weed out of the Tiger eleven the tendencies recently developed to expose themselves to penalties. Taking them behind closed gates, the team was put through an hour of strenuous work at getting started without being offside and an equal amount of attention was given to teaching them how to play without using their hands illegitimately. Aside from this work the first eleven had only a signal drill, and left the field in order to permit a scrimmage between the second and third elevens, which the seconds won by a score of 13 to 0.

Lamberton, who reported for end the middle of last week, was given an opportunity to show his dexterity at kicking this afternoon, when the coaches let him alternate at end on both the second and third elevens, and do the punting for both teams. On the whole his kicks were noticeably below those which Capt. Baker and Merritt have been getting off. They sailed low and did not make the distance of the other Tiger backs. Lamberton uses his left foot in punting.

In the scrimmage Borden, who was moved up last week to a strong possibility for a 'Varsity half back, got away for several good runs. His sole ability lies in his carrying of the ball through a broken field and he does not have the argument of kicking in his favor. F. Trenkmann and Merritt, at right halfback and fullback, respectively, with Shea at right end instead of Brown, were the only changes in the 'Varsity line-up from that of Saturday's game. Trenkmann and Merritt played in the back field during the scrimmage, but the rest of the first eleven was relieved from the work.

H. and Short, '05, with "Pete" Tooker, '06, and Roy Bard, '11, were the new coaches this afternoon.

NO BIG RED TEAM YET.

Cornell's Football Song Quite Inappropriate, Says College Paper.

Special to The New York Times.

ITHACA, N. Y., Oct. 13.—Although the entire Cornell squad is now in the best physical condition of the season and the players who took part in the Carlisle game reported no injuries, the squad was practically resting and engaging in heavy practice this afternoon by university work which kept many of the players on the hill until 5 o'clock. No scrimmaging was attempted, but late in the afternoon the team ran through signals under the most favorable football weather of the season.

Individual coaching of both linemen and backfield to correct the faults brought out in the Carlisle game began to-day. Dan Reed, the line coach, had a new assistant in Bill Newman, a crack centre and oarsman in his day. Newman gave a great deal of attention to centres and he will help Reed to get the linemen to charge lower, the only noticeable defect in the Indian game. Reed hopes to increase by speed the line speed this week with the addition of Hyland and Sherwood, husky candidates for guard, and Guyer, a tackle. They are expected to be strong 'Varsity centres in a short time. Coach Al Sharpe also started his work of developing a punch in the backfield and altogether there promises to be a busy week at Ithaca.

A note of sharp undergraduate comment of football was struck this morning when The Cornell Sun pronounced Cornell's failure to score on Carlisle on the third attempt as inexcusable. The paper also decried further singing of "The Big Red Team," which it called senseless because the team hadn't proved that it was big yet.

Daly Corrects West Point's Faults.

Special to The New York Times.

WEST POINT, N. Y., Oct. 18.—Theoretical football in the gymnasium was the programme for the Army team to-day. Head Coach Daly and his associates gave the men a talk with blackboard illustrations, and those who were not on the field taking part in the Rutgers game of Saturday were pointed out and set straight in the minds of everybody concerned. The physical condition of the men who played in Saturday's game is first class. Aside from a few minor bruises, all hands are in good shape and eager to resume the scrimmage work, which will begin again to-morrow. Hinton, the star kick-off man, who went out on the first play in the third quarter of Saturday's game, was only slightly injured, and will be back behind the line to-morrow. Hinton's injury is so much improved that he, too, will return to the game this week. Meacham played a great game in the guard position on Saturday. Von Heidekamp, Rutgers' star back-field man, reports of Colgate's strength are not taken seriously, and the cadets will go on with their work this week with no worry as to the outcome of next Saturday's contest.

Lucile, Former Great Trotter, Dead.

Special to The New York Times.

WATERTOWN, N. Y., Oct. 13.—Lucile, 2:07, former queen of the American speedway, and winner of four world's records, was found dead in the pasture of the Harris stock farm at Sackett's Harbor on Sunday. Death was caused by being kicked by a colt. Lucile was foaled on the Harris farm twenty-one years ago. Early she manifested great trotting speed, and was bought by C. K. G. Billings for $7,000. She first took the crown of speedway king from The Abbot, putting the record at 2:09¾. Later she lowered the mark to 2:07, and established a wagon record unequaled for some time. She also did the fastest three heats ever trotted at that time. In Madison Square Garden Lucile defeated seventeen contestants for the best gentleman driver, winning the silver cup. Lucile has established herself as a mother of speed. She is the dam of Lucille McKerran, two-year-old trial 2:28½, of I. G. D., four-year-old trial 2:11½;

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NEW YORK, TUESDAY, OCT. 14, 1913.

BOSTON'S BID FOR BUSINESS.

New York's idea is that it is too big to be hurt, and that it has neither second nor rival as competitor for the foreign trade of the United States. The Boston idea is that New York has reached its limit, and that Boston is entitled to whatever it can get of New York's overflow. The New York idea is attractive to our self-love, but there is an accumulation of incidents disturbing to our complacency. One of them is the announcement that, beginning with March, the fine Cunarders Carmania and Caronia, now plying to this port, will be transferred to the Boston service. We are now in position to sympathize with the lamentation of Queenstown when the Cunard and the White Star Lines announced that thereafter their big boats would not call there for passengers and mails. To be sure there are considerations to salve our pride. These large Cunarders are not leaving this port because of the defects of the harbor. Our natural advantages are almost unrivaled, and Boston's are not to be compared. The Cunarders are leaving us because the delays and the uncertainties regarding the improvement of our port facilities make it impracticable for business men to await their maturity.

This difficulty of New York's is Boston's opportunity. It secured $9,000,000 from Massachusetts, and sent a Commissioner abroad to see what use could be made of a promise of facilities such as could not be had elsewhere in the United States. He was able to promise a drydock able to accommodate the largest ship afloat, and the world's three greatest steamship companies agreed to patronize it. New York, of course, was not in the bidding at all. This, however, is a minor matter. It is more serious that New York should lose steamship traffic than that it should lose steamship repairs, and it is losing both. A change is coming over both the ocean and the inland trades. The ocean trade formerly was divided between freight and passenger business. The express steamers had no cargo capacity worth mentioning, and they could not afford to carry freight for what the traffic could bear. The present type is moderate both in size and power—a few fashionable giant freaks excepted—but is able to carry both passengers and freight at a price within the reach of the business. The Imperator 50,000-ton class is not leaving New York. It is the bread and butter class, the 20,000 tonners, the highly respectable middle class, which comprises the bulk of trade.

Boston's ambition is for higher things. It is not content to get into a class with Fishguard or Queenstown or Liverpool. It aims to be a port of final destination, like real metropolises, such as London or New York. And why should it not? The British outports have no such advantage as Boston in its "differential." There are only a select few who know what a differential is, but they understand in Boston that they live by virtue of it. They know in Boston that they are further away from their raw materials, and the consumers to whom they must deliver their products, than any other competitor city. The railway haul consequently is longer, and if it were charged for accordingly Boston would fade away. Not only do the railways do more work for Boston for less money than for New York. The railways which are persecuted by Boston talent have been spending $40,000 in advertising for trade for Boston, and some newspapers which have been publishing the advertisements have thought it fun and fair play to ridicule the advertisements which they print for money. Not a New England voice is raised in defense of the railway trust, but the Boston Chamber of Commerce formally expresses its opinion that a steamship trust is all right for Boston's commerce.

Beyond a doubt, Boston is making New York sit up and take notice. But it should beware. Perhaps New York State might rally to the assistance of New York City. Perhaps the Interstate Commerce Commission might come finally to see something in New York City's argument that there is neither justice nor law in favor of Boston's differential. Perhaps if the New Haven Railway were dissolved so that its competition was not dangerous the railways tributary to New York might see fit to develop the port of Montauk. If these things should happen Boston might perceive that it belongs in the Caronia and Carmania class, and might be content with what belongs to it.

THE AIR RACE: SHALL WE ALL FLY SOON?

The hundreds of thousands who were inspired yesterday afternoon by the spectacle of five aeroplanes, high above the city's towers and in rapid flight encircling Manhattan Island, must have been impressed by the idea that this splendid demonstration of man's conquest of the air was but a forerunner of greater achievements in the near future. That the race was a noteworthy triumph is most gratifying, and the fact that power won, that LUCKEY, in his 100-horse-power Curtiss biplane finished first, while NILES, in a machine of the same make and power, was a close second, is an important detail not to be overlooked.

While we have not lately had many public demonstrations of the heavier-than-air flying machine in this neighborhood, though many improvements have been made in the aeroplanes of the earlier types and many new types have appeared, yesterday's exhibition will go far to atone for the recent seeming apathy of our airmen, and the five contestants in this Aerial Derby have shown clearly that American aviators have not been lagging behind their foreign contemporaries. It is well to bear in mind that the flight yesterday was in the face of a 43-mile gale. A year ago not an aviator in the world would have undertaken the flight in such an atmospheric condition. Yet all the competitors finished without a mishap. This is proof enough in itself of the advance that has been made. The three money prizes offered by THE NEW YORK TIMES, $1,000, $750, and $500, were won by LUCKEY, NILES, and WOOD, who also will receive the silver cups offered by the Aeronautical Society.

No air race ever seen by New Yorkers was more inspiriting or more clearly indicative of the practical value of the aeroplane. It is no longer a toy and it has passed its experimental stage. That it will be developed for commercial as well as military purposes is not a matter of doubt. That man in the future will navigate the air as easily as he now navigates the water is no longer to be questioned. The triumph in yesterday's race of the machines of high power is most significant, and that higher power will soon be used is a fair inference. The building of airships to carry passengers may not be accomplished this year or next, but the advance lately made in aeroplane construction justifies the belief that we may all sail through the air before long, if we want to. Most of us now inhabiting the earth have no yearning for that kind of travel. Only the few intrepid souls, men with sound hearts and clean livers with no fear of high altitudes, are airmen now, with only a few of the adventurous or notoriety-seeking as their occasional companions. But a new race will be developed by the development of the aeroplane. Man will be forced to learn to fly, and he will learn, and learn well, whatever he is forced to learn.

A QUEER STRIKE FOR MORE PAY.

When a clerk, a salesman, an assistant or head of department, or a subordinate in any of the varied occupations and professions that cannot be unionized, appeals to his employer for more pay it is usually on the ground of better service rendered. He points to a record of increased effort, more faithful discharge of duty, and of better results achieved. Or, if his plea be of increased cost of living, he is expected to show at least as good service rendered as during the period when prices were generally lower. The leaders of 86,000 conductors and trainmen in the East who ask for them an increase in wages amounting to $18,000,000 yearly might reasonably present their plea on some such ground as those we have specified.

Yet the Board of Arbitration has sat these many days without any such evidence being presented by the applicants for higher pay. The presenting of it has not been thought of. The Eastern Railroad Managers, who are the employers, seem not to have expected it. In the latest statement put forth by Mr. ELISHA LEE, Chairman of the Eastern Managers, he forgets, even, to urge the fact that the conductors and trainmen in the East have failed to give evidence of equal or increased efficiency in their work. He fails to note, for example, that no figures have been presented, showing that, with the safety signal systems such as they are, the men who operate the railroads have reduced the ratio of accidents during the period subsequent to their last increase in pay in 1910, when they gained an annual increase of $30,000,000. The public knows that the risk of traveling on passenger trains has been considerably augmented in the last two years, although the signal systems have generally improved. The increase of accidents must be due to the negligence of these men who are asking for more pay.

It might be shown, also, that during the long series of contests for increased wages on the railroads, while the unions have forced salaries upward, so that the earnings of a railway brakeman or conductor now average considerably higher than those of clerks, school teachers, young doctors, lawyers, and ministers, their sphere of duty has constantly contracted, until now the work allotted to a trainman is not much more than half what it was fifteen years ago.

Less work and more pay is the slogan of the trainmen. When wages were boosted in the East in 1910 a successful campaign was fought out West to raise them still higher. Now the chief contention of the union leaders, the one on which they base their hopes of arbitration in their favor, is not increased efficiency, but that the Western wages are higher than those in the East. Should the approaching settlement create a new differential, a renewed plea to increase Western wages would be urged. And so on.

A COMPARISON.

In a brief, businesslike, and candid statement by Borough President MCANENY in The Sun occurs the following, which relates directly to the one essential issue which Tammany has attempted to make in the city campaign:

> We have reduced the annual rate of increase in the budget for running expenses to one-third of what it was during the last four years of Tammany administration. Exclusive of the appropriations which were forced by mandatory action of the Legislature, the increase in the present annual budget as compared with that of 1910 is roughly $5,000,000. The increase in the last Tammany administration was $17,000,000.

That there should be some increase in annual expenditure when the city is growing as fast and as continuously as it is growing is inevitable. That the increase for which the City Government is responsible should be less than a third of that which occurred when Tammany last had control is significant of more things than one. In the first place there has been effective cutting down of expenditure; in the second place there has been very much better return for the expenditure; in the third place the whole business machinery of the administration has been so organized and improved on sound business principles that far greater results will surely be had in the next four years if the system be continued in the hands of the men who have begun the work.

Finally, it must be remembered that Tammany is responsible for a large part of the mandatory expenditure which has been imposed on the city by the Legislature controlled by Tammany. Not all the mandatory expenditure is unjustifiable, though we believe that it is bad in principle, and that a community like New York can and should be allowed to determine its own spending. But we have only to trace the work of Tammany in the Legislature to know what it would be in the city. Mr. MCANENY says in conclusion:

> Our system in New York is really a modified form of commission government, with the Board of Estimate as the commission. The first requisite in this as in any other form of government is that those selected to wield control shall have an intimate knowledge of municipal business and at the same time shall be honest and free from obligations to a political machine.
>
> All this the present board has been, and I am confident that its record will be indorsed by a large majority of the voters.

THE WRECK OF THE VOLTURNO.

The Titanic struck an iceberg on a clear night and in a smooth sea; there was scarcely any wind, the shock of the collision was barely perceptible. Few of the 1,500 and more passengers who lost their lives realized until the last moment that there was no chance of escape. The circumstances of the Titanic's loss are frightful to contemplate, but in the case of the doomed Volturno there were the additional horrors of fire, a heavy sea in which small boats were unmanageable, and fierce winds. From the time that the fire in the Volturno's hold got beyond control Thursday morning, until the last of the survivors was picked up, the passengers and crew of the burning vessel were huddled on the decks in a pitiable plight. Steamers summoned by the Marconi "S. O. S." were in sight and ready to give aid, but all through the stormy night no aid could be given, or until the wind and sea subsided Friday morning. There was panic on board and, according to the story of TRINTEPOHL, a survivor, while the officers kept their heads and did what little they could for the comfort of the passengers, the crew behaved badly. In the futile attempt to get away some of the ship's boats more men than women lost their lives, as the men clambered into the boats lowered for the rescue of women and children. Fright, cold, and hunger combined to create a state of frenzy among the passengers.

Yet the ships summoned by wireless saved in the end the greater number of them. Fifty were killed outright by the explosion on board and others fell into the flames and were destroyed. Many were lost in the crushed or swamped lifeboats. The story of the wreck has not been surpassed in fiction for the horror of its details, but the famous writers of sea tales did not live in the age of wireless, which, in this case, annihilated distance on the sea and was instrumental in pulling fully three-quarters of the Volturno's human freight out of the very jaws of death.

With the patience and courage of the trained seamen on the rescuing fleet to give effect to its warning, sent in all directions over the stormy ocean, the wireless accomplished that which, as it seems, would have been impossible only yesterday. That is the most significant fact of the wreck of the Volturno. A dreadful disaster, in spite of all, and one which lends new force to the argument in favor of fireproof construction on all vessels, it would have been, without the use of Mr. MARCONI's device for adapting the Hertzian waves to the service of man, one of the worst calamities in the history of ocean navigation.

RIDERS AND THE MERIT SYSTEM.

No one can admire the courage of the Democratic Senators who are seeking to sap the foundations of the merit system by an amendment or rider to the Deficiency bill. Such a device has and can have no worthy motive. It is a cowardly evasion of responsibility as to proposed legislation, which, presented by itself, would make an awkward record.

President WILSON has declared his condemnation of this method. He has no way of preventing it, save by the use of his influence, unless he is prepared to veto the bills to which riders are attached—an extreme measure. Happily, in the cases referred to, he will have the power to bring to naught the evil intent of the majority. He has authority to direct the appointing officers to make their selections from the lists of tested applicants prepared by the Civil Service Commission in accordance with the civil service law. To do so would be to vindicate his own good faith, protect the public service, and save his party, in some measure, from the discredit the Senators bring upon it.

TOPICS OF THE TIMES.

Why Certain Aviators Were Killed.

An article by LOUIS BLERIOT, the French builder of aeroplanes, gives what is probably the correct explanation of certain accidents to aviators that have hitherto been deeply mysterious.

Again and again machines that not only seemed to be in perfect condition, but have endured successfully the strains of long flights, have suddenly crumpled up through failure of the bracing that kept the wings rigidly extended. CHAVAZ died in that way as he was about to descend after traversing the Alps, and so did LANTHEAUME, just as he completed a flight of fifty kilometers, and BLANCHARD as he reached Paris from Orleans. After each of these fatalities the braces were strengthened, but without any change in the method of their arrangement, and yet Lieut. SEVELLE was recently the victim of the same sort of accident, though his machine had been reinforced even more than that of the man whose fall preceded his. Again the wings broke as descent began after a long flight.

As a result of studying these curiously similar incidents, M. BLERIOT has concluded that the trouble in them all was due, not to inadequate bracing, but to the fact that the braces were all designed to resist pressures that tended to revolve the wings upward and toward each other on the point of junction as an axis. But, he writes, when an aeroplane moving horizontally is turned downward and made to descend more rapidly than if it followed the parabolic path it would pursue were the engine stopped and the rudder kept level, pressure from above is brought to bear on the wings, and this tends to bring their lower instead of their upper surfaces together. The faster the original motion, the greater is this strain, and hence have more monoplanes been thus destroyed than the slower biplanes.

The remedy is obvious—to rearrange the bracing with a view to resisting downward as well as upward pressure.

M. BLERIOT's theory is highly plausible; indeed, its soundness is mathematically demonstrable, and he presumably knows whether or not the builders of aeroplanes have or have not been accustomed to provide for the contingency he describes.

Highwaymen in Borough of the Bronx.

Another robbery of automobilists, and this time, not in the Jersey wilds, but within our own municipal boundaries, justifies calling attention again to the seriousness of this crime and again exhorting the police to use energetic measures for the apprehension of DICK TURPIN's latest successors.

Jerome Avenue, where it passes Woodlawn Cemetery, can hardly be called a lonesome place, even late at night, for motor cars are rarely far apart there. Not infrequently, however, a judicious highwayman can find five minutes or so in which at that point he will have to deal with the occupants of but a single automobile, and by working rapidly in the shadow of the woods that there close in on the avenue he can get away with money and jewelry without much danger of outside interference. Such discretion was shown by the men who on Saturday night stopped the Hildreth party, and, by the usual display of revolvers which they may or may not have been prepared to use in case of resistance, persuaded them to give up several gold watches and a considerable amount of money.

They were in too much haste to make a thoroughgoing search of their victims, else the booty would have been a good deal larger, for one of the men did not deem it necessary to disclose that he had $200 in an inside pocket, and one of the women escaped inquiry by fainting, while another was able to show unadorned hands because she had put her rings in her mouth at the first glimpse of the robbers. The latter were rather notable for mannerliness, it seems, but none the less they ought to be caught, for, if they are not, their immunity will encourage others to revive an occupation that always has had too strong attractions for dashing spirits.

What should be done when thus assailed is a question open to discussion. Resistance is undoubtedly so dangerous that to yield as gracefully as possible is the counsel of wisdom, but—well, it would have an excellent effect if a selected "subject" should now and then utilize any opportunity for making a fight that he can see. It takes something more than courage, however, for an unarmed man to contend with one who presents a pistol, and to expect it of anybody would not be fair.

Hartford Enters Exception.

Grievous necessity compels the announcement that a member of our much-admired traffic squad was recently rude to a Hartford man. An editorial article in the estimable Courant tells the sad tale, and tells it, too, with that vivacity and sincerity of emotion which so rarely characterizes narratives not autobiographical.

The Hartford man, it seems, with no knowledge and less intention of violating metropolitan proprieties as established by ordinance, had guided his automobile somewhere or somehow that displeased the policeman, and the latter very gruffly turned him back. He also vehemently refused to admit that innocent ignorance of local regulations made a "damdifference," whatever that may be.

In Hartford things are not thus, declares the Hartford man—no, the editor of The Courant. There, the other day, when an alien person with a wife and little boy and friend in a shackly wagon drawn by a bony horse committed a like offense against traffic laws, the corrective policeman not only spoke to him gently, but elaborately explained to the father through the boy as interpreter the whole system of Hartford's rules. This took time, and a lot of it, but everybody was courteous and happy.

The contrast is certainly striking, and it should receive thoughtful consideration from our own guardians of the highways. The one posted at Fifth Avenue and Forty-second Street, for instance, would present a truly satisfying spectacle if he followed the noble custom of Hartford in conducting courses in legal instruction for the benefit of all wanderers from interior centres of courtliness, and Broadway and Forty-third Street would be another good place for substituting half-hour lectures for peremptory orders and irascible reproofs. The consequent holding up of 3,567 vehicles of assorted kinds and ten to fifteen times as many people wouldn't do any harm, for New Yorkers are not really in a hurry—they only think so. It would do them good to wait a while and get a lesson in suavity and politeness.

McCALL ON FOREIGN VOTERS

Said Nothing to be Interpreted as Attack on Immigrants.

To the Editor of The New York Times:

In a recent issue you published extracts from a letter sent by Mr. Benjamin Patterson to Mr. John Purroy Mitchel, denouncing an alleged attack made by Judge McCall on the foreign voters of New York. According to Mr. Patterson, Judge McCall said, in substance, that any administration is sure to fail "which tries to perform the miracle of making these foreigners live not only in conformity with the prohibitions of our criminal code, but also in nice observance of what the Anglo-Saxon-Celtic portion of the population sets up as a standard of decency and propriety." Mr. Patterson further ascribes to Judge McCall a "contemptuous reference to foreign low brows." All of which I fail to find in what Judge McCall really did say.

What the Democratic candidate for Mayor of Greater New York said is, in fact, quite a different matter. It sums up the only possible attitude which a man of discerning judgment can take in the case of the successful administration of the affairs of this city, so large a proportion of whose citizens are foreigners by birth. A quarter century of close observation of immigration matters entitles me, I believe, to an opinion of my own. Judge McCall said that the city administration should enforce the law against all residents of the city alike, whether native or foreign born; Irish, Germans, Latins, Hebrews, or Hungarians. Mr. Patterson will perhaps agree that this view is a sound one for any law-abiding citizen to take.

What Judge McCall further said is this—that where the customs and manners of the as yet unassimilated aliens do not conflict with our laws of public propriety they should be left to their own ways. In other words, that no punishment shall be dealt out where no law or ordinance is violated. And that, too, is a law-abiding view. It also proves a thorough understanding of the gradual processes of Americanization.

May I, in conclusion, protest once more against appeals to race prejudices in our political campaigns? Why they are persisted in I don't know, for they are very poor politics. There is nothing the foreign-born voter resents so bitterly as to be treated as a foreigner with interests of his own apart from those of the community of which he has become a part. Such methods are veritable boomerangs, as was shown by the result of the appeal to race prejudices in the national campaign of last year.

ALEXANDER KONTA.

New York, Oct. 13, 1913.

THE RECIPROCITY BILL.

Our Own Statesmen to Blame for its Rejection by Canada.

To the Editor of The New York Times:

Your editorial article concerning the interest and attitude of Canadians toward the tariff revision in this country recalls many articles, similar in tone, that you have published since the refusal of the Reciprocity bill by the vote of the people of Canada in the Fall of 1911. Two points in particular occur to the writer in reviewing those articles.

First, there has been no suggestion either of explanation or reason for the refusal of similar overtures which the Canadian Government made to this country, dating as far back as Sir John A. Macdonald's regime in Canada. This was naturally a point not overlooked by the Conservative politicians in the campaign which resulted in the crushing defeat of the Laurier Government, and incidentally the Reciprocity bill.

Secondly, while it has been generally felt that the last Republican President chose an unfortunate expression in stating to the Senate that Canada was "at the parting of the ways," yet the writer has not at any time seen due consideration given to the effect that such lack of tact was bound to produce. Such a phrase made very ready campaign material for a party in Canada whose hope lay very largely in the cry of patriotism. Besides this, there might be added the subsequent utterances of the ex-Speaker of the House and also the public statements of one of the country's most prominent citizens, that Canada was an adjunct of the United States. Had any one of these statements (unless we except Mr. Clark's) been made with due care and qualifications that are due such assertions, it would be more difficult to understand the attitude of the Canadians. As it is, there has been lack of caution and in some cases lack of wisdom shown.

W. T. HOOPER.

Concord, N. H., Oct. 12, 1913.

American News in English Papers.

To the Editor of The New York Times:

Relative to Lord Northcliffe's criticism of the press of the United States not printing enough foreign news, I would suggest that his Lordship take a glance at some or any of the English papers—The London Times, for instance—and see how much space they give to news from this country. While The Times gives a column or two to Canadian news, about all you will find in it about the United States will be about an inch of space, informing the public that an express train was robbed on the New Jersey Railroad out in Montana, near Pittsburgh, a suburb of Boston.

HENRY D. LOOMIS.

Brooklyn, N. Y., Oct. 12, 1913.

Coloring Meerschaum Pipes.

To the Editor of The New York Times:

Observing that the question of how best to color a meerschaum is still under discussion in THE TIMES, I wish to state that I have an infallible method, but I decline to make it public until Dr. Pease, the great authority on tobacco and its uses, tells how he colors his. For all I know, his method may be the same as mine, and surely I seek no honors that are his, however much he may shrink from publicity or ascribe to another what rightfully belongs to himself.

I. J. W.

New York, Oct. 11, 1913.

SUFFRAGE BITTERNESS.

Mrs. Dodge Cites Examples, and Quotes Feminist Article.

To the Editor of The New York Times:

Mrs. Blatch's letter in to-day's TIMES demands an immediate answer. I hasten to recall to her that bitterness was first injected into the suffrage situation when its advocates withdrew from friendly relations with old-time friends, retired from philanthropic work, withheld their much-needed contributions from charities, and accused their opponents of close alliance with the liquor interests and of "holding out their skirts to act as a screen for the proprietors of dens of vice, of gambling houses, and other evil men." I quote from an address made by Anna Shaw at the Congressional hearing in Washington on April 28 last. Mrs. Blatch forgets that the press has censured the suffragists for these public and untrue statements, and that no woman can forgive them. The interview to which Mrs. Blatch alludes may have been open to criticism as a matter of policy, but it was inspired by various signed articles, a fair specimen of which I will give. The following article by Jennie Ashley appeared in The Progressive Woman April, 1913:

> • • • It is right that we should investigate and reveal the outrages of enforced prostitution, that we should make known to all the world the damnable fact that men and women profit in cold cash by plunging unwilling girls into such a cesspool. It is right that we should demand a minimum wage, a living wage, for all women and remove one cause for involuntary prostitution. But it is only rubbing the finger across the dust-covered shelf; it shows that the dirt is there, it removes it in a long streak, but it leaves all the rest of the shelf as dusty as before, and soon the streak itself will be gray again from the dust of an impossible system of life—a system that calls nature vicious for women and vice natural for men.
>
> The white slave traffic gone, there will be white slaves just the same until we open our eyes wide enough to see the whole horrible, unpardonable hypocrisy of the life we demand of women—a life in which the wife must dress and eat and sleep and talk and walk as her husband's income and will dictate; who must work interminably or be odiously idle, as his wishes or necessity prescribes; who must bear children unwillingly, because it is a "crime" to instruct her how to prevent conception, yet imposes the legal duty of "serving" her husband as "wife" and calls it murder to prevent a birth, and this irrespective of what the state of her health may be or what kind of life her husband may be leading. Let her endure all this or explain to the gentlemen of the court why she objects. We sing the praises of these gentle slaves, lauding sacred motherhood, but in reality laying the iron hand of necessity upon the dazed creature groping her way through the mazes of unnatural penalties.
>
> Slaves, every woman of them to-day, whether prostitutes held unwillingly or prostitutes gone willingly "astray," whether submissive wife or rebellious virgin. Slaves every one, because there is no freedom of choice, but only a blind, cruel, stupid master, the social system, that without reason and without sympathy enslaves its womanhood.
>
> But the cure is on its way. Women are becoming thinkers, and are testing themselves the chains that bind them. They are learning how to break them. They are at last beginning to realize that they are slaves, and that this is not a necessary condition; just as the working class is beginning to see that wage slavery is not necessary.
>
> So on with the fight against white slavery and black, on with the working class rebellion against wage slavery, but let women especially keep up the rebellion, demanding fearlessly and incessantly sex freedom and economic freedom.

At no time, nor on any occasion, have I found any temperance in the manner of the suffragists. No debate without heat and rancor, no impersonal consideration of a great question has been in evidence. Time will prove whether Mrs. Blatch is right or wrong as to the inevitable oncoming of woman suffrage, but even had I the will I certainly have not the power to stay the ever-growing, ever-strengthening wave of public opinion against it; a wave which I hope and believe will meet and finally overwhelm the opposing one of woman suffrage.

Mrs. ARTHUR M. DODGE.

New York, Oct. 11, 1913.

Marcus M. Marks's Qualifications.

To the Editor of The New York Times:

Mr. Marks, who is a candidate for position of Borough President, is well known in this city for his activities in behalf of the Tuberculosis Preventorium, the Educational Alliance, and the Immigrant Commission appointed by Gov. Hughes, and of many other public commissions.

He organized the National Association of Clothiers for interchange of credit and elevating business conditions, and was President for ten years.

Mr. Marks was one of the organizers of the Merchants' Association of New York, and he is now Chairman of the Committee on Postal Affairs. He was also one of the organizers of the Conciliation Department of the National Civic Federation. He is at present Chairman of the Department of Mediation Laws.

In industrial disputes, some of them involving many thousands of workers, Mr. Marks is constantly being called upon to serve as mediator and arbitrator. He settled the last New York strike, involving 100,000 workers.

In all respects Mr. Marks is an ideal candidate, and, being a self-made man, his sympathy is always with the people.

EBOR.

New York, Oct. 8, 1913.

Astronomical Questions.

To the Editor of The New York Times:

The sun has been an object of great interest to the human race for generations. Is it any wonder that it has been venerated by the ancient sun worshippers? Even to this day it is the one object in the heavens that causes astronomers to speculate as to what the constituents of the globe are.

The sun revolves on its axis almost perpendicular to the ecliptic. What is the cause of this peculiar motion? Why does it not revolve on an axis parallel to the ecliptic?

Could it be possible that the influence controlling the movement of the sun in space is caused by an unseen body, say, a non-luminous sun circulating in an orbit parallel to the sun's equator and in an orbit not in the ecliptic?

E. B. MURRAY.

New York, Oct. 9, 1913.

THE BALM OF LIFE.

Tell me not in mournful numbers
Life is but an empty dream,
Tariff turmoil sweetly slumbers,
Righteousness now reigns supreme.
Happy housewives thanks are giving
For the cuts in Schedule "G."
Vanquished is the cost of living—
Brimstone is admitted free!

Evil trusts no longer plunder
Helpless ones on life's highway,
Now they realize their blunder
As they find they've lost their sway.
Arguments profound and shallow,
Pointing out the nation's loss,
Failed to put a tax on tallow,
Fish skins, fossils, maize, and moss.

Every trust, intrenched, protected,
For the worker's welfare fears.
You can tell a trust affected
By its crocodilian tears.
Now the man whose money jingles,
Wife and family does not stint,
Since they took the tax off shingles,
Beeswax, Bibles, flax, and flint.

Those monopolizing vendors
Of the people's ice and coal,
Heartless, soulless, old offenders,
Laugh at threats of tax or toll.
Speed the day that will remind them
They must face a hotter clime,
And departing leave behind them
Imprints of their brands of crime.

JAMES W. McGEE.

TRIAL FOR TEACHER MOTHER

Mrs. Martin to Follow Mrs. Peixotto Before the Board of Education.

The next married public school teacher to be tried by the Committee on Elementary Schools on the charge of neglect of duty in remaining away from her work in order to give birth to a child will be Sarah C. Martin of Public School 16, Carpenter Avenue, near 240th Street, Wakefield, the Bronx. Her case has been pending for some months, but the committee for one reason or another has put off the hearing until now.

District Supt. Joseph S. Taylor is Mrs. Martin's accuser, as he was the complainant against Mrs. Bridget C. Peixotto, former teacher in charge of Public School 14, Throgs Neck, the Bronx, who was dismissed.

Mrs. Martin's case may be presented to the Board of Education for action on Oct. 22, provided the Committee on Elementary Schools will be able to hear all the testimony by that date. It is not likely that the committee will lose any time in arriving at a decision after the evidence. There is only one member of it, Dr. Ira S. Wile, who is decidedly opposed to dismissal of a married teacher on this ground. Another member, Arthur S. Somers, may also vote against dismissal, as he did not take sides against Mrs. Peixotto, and was absent from the meeting at which she was forced out of the service. Mr. Somers, by the way, is Chairman of the High and Training Schools Committee, a majority of whose members, himself included, were in favor of granting the request of Mrs. Katherine C. Edgell, teacher in Erasmus Hall High School, Flatbush, Brooklyn, for a year's leave of absence without pay to bear and rear a child.

Dr. Taylor preferred charges against Mrs. Martin about the same time that he accused Mrs. Peixotto. In each instance he took this step by an order issued, it is said, by Associate City Supt. Andrew W. Edson, under whose charge the elementary schools are. Mrs. Peixotto's case was called to the attention of the department by an anonymous writer. It may turn out that the informer in Mrs. Martin's case was also anonymous.

Mrs. Martin reported early in the year to her Principal, Elijah Jenks, Jr., that she was too ill to attend to her school duties. She had been away from her school about two months before the board was informed that the real cause of her absence was approaching maternity. After Dr. Taylor had been notified from the Board of Education Hall to investigate this story he sent for Mrs. Martin.

The committee has still another case to hear in which Dr. Taylor again appears as accuser. It is that of a married teacher in Public School 4, Fulton and Third Avenues and 178d Street, the Bronx, of which Simon Hirsdansky is the Principal. The charge against her will be deception. She was appointed, it is charged, as a single woman, whereas in reality she was a married woman. Two other teachers, whose names have not yet been revealed, are to be brought before the committee on charges similar to those preferred against Mrs. Peixotto.

Dr. Maxwell is at work, by order of the Board of Education at its last meeting, in getting the names of all teachers married since Jan. 1 as well as those who have become mothers. He said that the number would fall below 100. Dr. Maxwell said that he would not suspend these teachers, as the board's order was simply to report their names to it.

It is rumored that on the list will be the name of a married teacher in the Curtis High School, New Brighton, Richmond Borough. Of course, Mrs. Edgell of Erasmus High School will be reported.

TEMPERANCE GAINS ABROAD

And Norway and Holland Run Lotteries, Dr. Craft Reports.

According to the Rev. Dr. Wilbur F. Crafts of the International Reform Bureau of Washington, who arrived from Europe on the Rotterdam at 10 o'clock yesterday morning, Germany is away ahead of America in some forms of popular temperance work, England is taking hold of child education on morals as America has not yet begun to do, and such staid countries as Norway, Holland, and Switzerland have lotteries and are offering to winners of prizes free trips to America. At 11 o'clock Dr. Crafts was addressing the Presbyterian Monday Meeting of Ministers, and two hours later was on his way to the West to make a study of social conditions in cities and rural districts such as he has been making abroad.

In Germany there is a popular pledge for temperance, and 350,000 have signed it, chiefly young people, he says. Of the number, 100,000 signed this past year. The movement has enlisted two extremes—university professors and Socialists. The Rev. Dr. Crafts told the Presbyterians that Socialists in Germany were not like Socialists in America, but more like what are known here as Progressives.

In Great Britain a third of all the youth are enrolled as members of abstinence societies. Some are Good Templars and some Boy Scouts. Dr. Crafts suggested that in America, as in Germany and England, no less time should be devoted to education than to legislation.

Dr. Crafts appealed to the Presbyterian ministers here to do what they could through their connections to make Norway, Holland, and Switzerland see the enormity of the offense of lotteries in the social evil Dr. Crafts found conditions bad, and was convinced that the Corson laws of Iowa, now being rapidly extended to other States and almost passed by the last Congress, were the best in the world for reducing this evil and making it possible for education to do the rest.

The colossal vice of Europe, according to Dr. Crafts, is the militarism that obtains there.

TO DELVE INTO SOCIALISM.

National Civic Federation Committee Will Inventory Social Conditions

WASHINGTON, Oct. 13.—The necessity for a national inventory of social assets and liabilities, with a special investigation of the economic programme of the Socialists, is urged in a report made public to-day by a committee of the National Civic Federation, which is preparing to undertake such an inquiry. Talcott Williams, J. W. Jenks, Charles P. Neill, Ogden Mills, Nicholas F. Brady, John Hays Hammond, Samuel Gompers, George B. Cortelyou, and George W. Perkins are among the members of the committee. The purpose is to develop what progress has been made in the last few years, to discover how progress has been retarted, and how to remove the barrier.

"At the last Presidential election," says the report, "nearly one million votes were cast in favor of an economic programme calling for a revolutionary transformation of society—the substitution of Government ownership and operation. An element within this revolutionary movement avowedly aims at the communistic operation of industries, which are to be confiscated through the general strike. Does either of these programmes point the way to progress?"

FILIPINOS MAKING GOOD.

Replace Americans in Revenue Service—Opium Traffic Dwindling.

WASHINGTON, Oct. 13.—Carrying out the policy of the Administration to extend to the Filipinos the greatest measure of home rule, the thirty-seven of the eighty-five American employes of the Bureau of Internal Revenue in the islands have been replaced by native Collectors within six months, according to the annual report of William T. Nolting, Revenue Collector, received by the Bureau of Insular Affairs to-day.

"The results," Mr. Nolting says, "have been better than was hoped for."

Incidentally, in the fiscal year ending June 30 last, the receipts from internal revenue were $11,392,382, an increase of more than $800,000 over the previous fiscal year. The largest amount collected was from alcoholic and tobacco products. The duties on opium totaled one-fourth less than in the previous year, and Mr. Nolting believes the time is at hand when the opium evil "will be effectually eradicated among the Chinese residents, as it has already been among the Filipinos."

MAXWELL APPROVES A SMALLER BOARD

But Is Not Ready to Accept the Recommendations of Prof. Goodnow and Dr. Howe.

PROPOSE RADICAL CHANGES

They Would Concentrate Authority in Eight Men and Abolish Committee Rule Entirely.

City Supt. Maxwell said yesterday that he had not read the abstract of the report of Prof. Frank J. Goodnow of Columbia University and Dr. Frederick C. Howe of the People's Institute on the organization, status, and proceedings of the New York Department of Education. When informed that the investigations favored a Board of Education composed of only eight members, instead of forty-six, as at present, and that they said much time was now wasted in routine matters, and that the board's administrative functions should be almost wholly abandoned, Dr. Maxwell declared that he had nothing to say about it except that on general principles he thought the Board of Education ought to be a smaller body than it now is.

An effort to find President Thomas W. Churchill of the Board of Education was unsuccessful.

It will be recalled that E. C. Moore, Professor of Education in Yale University, was engaged and paid for a report on this subject, which was rejected by the Board of Estimate "for want of supporting facts."

Prof. Goodnow and Dr. Howe in their report make these recommendations:

The Board of Education should divest itself of all its purely administrative functions.

It should abolish the present committee organization.

It should be reduced in size.

The Charter should be amended so as to provide that the board shall consist of eight members, three of whom should represent the city at large and should have three votes each, and the remaining five appointed, one from each of the five boroughs of the city, and of whom the representatives of Manhattan, the Bronx, and Brooklyn, should have two votes each, and the representatives of Queens and Richmond one vote each.

The investigators say that this radical reorganization of the board is an immediate necessity. They then add:

"The considerations, which point to the desirability in general of a small board, whether in educational or any other branch of government, and which in the apparent absence of countervailing considerations in this case seem to be conclusive are too obvious to require more than mere mention. The concentration of responsibility in a few men, a greater importance and dignity of membership and the correspondingly great attractiveness for the highest type of citizen, a far greater speed, consistency, and unity of action are results which we are convinced would be realized by a smaller Board of Education. It is a work which can better be done by a few men than by many."

The board, they say, shall concern itself not at all with the ordinary rout

MIZZI HAJOS CHARMS AS THE LITTLE QUEEN

With Pollock, Wolf, and de Koven Combining on Musical Version of Romantic Tale.

SOME BEAUTIFUL DANCING

And a Colorful Lively Scene of Rebellion in the Palace at Herzogovina.

HER LITTLE HIGHNESS, a musical play in three acts, by Channing Pollock and Rennold Wolf, with music by Reginald de Koven, at the Liberty Theatre.

Herzegovinians.

Anna Victoria .....Fraulein Mizzi Hajos
Baron Cosaca .....Allan Pollock
Gen. Myrza .....William Strunz
Herr Rumler .....William J. McCarthy
The Lord Chamberlain.....Francis J. Tyler
Captain of the Guard.....George Dunston
Princess Louise.....Miss May Emory
Princess Marion.....Miss May McCarthy
Princess Evelyn.....Miss Jane Elliott

Bosnians.

Stephen IV., King of Bosnia.....
.....Wilmuth Merkyl
Prince Niklas .....Holton Herr
The Duke of Ravanica.....Francis Bolger

Americans.

Adolph Lauman .....Willard Louis
Elizabeth Lauman, his daughter.....
.....Miss Louise Kelley
Robert Trainor.....Wallace McCutcheon
Madeline Schuyler....Miss Ethel May Davis
Eleanor Weston.....Miss Mae Murray
Nathaniel Quigg .....William J. McCarthy
Mary Ann .....Miss Anna Boyd

Mizzi Hajos, who concentrates a considerable amount of humor and voice in her very diminutive person, returned to town last night as the bright particular star of "Her Little Highness," which, as most everybody knows by now, was once Channing Pollock's "Such a Little Queen." And to those who know Fraulein Hajos it need not be mentioned, perhaps, that the title fits her and she fits the title. Wherefore her success with the first night audience was considerable—and deserved.

Fraulein Hajos is a funny little person, who has learned to speak English very much better than she writes it—in published letters, at any rate—and who is still just "different" enough to make what she has to say and do in this musical play appear sufficiently foreign.

It is something of a task to create an illusion of royalty, when one is speaking in the vernacular, and when, as here, the Queen of Herzegovina finds herself ultimately something less than queen of a Harlem kitchen, with an Irish serving lady running things to suit herself, and an irate landlord knocking at the door, figuratively, and walking in and removing everything in sight, literally. But whatever she is doing, whether gracing the throne, which seems several sizes too large for her, or broiling the chops with their "nightcaps" on, Fraulein Hajos manages to invest it with the charm of her own personality. So that though there are periods in this entertainment when the intrusion of plot necessitates the wildest license, and then rather clogs the interest, the general result is pleasant.

In the original play Mr. Pollock told a romantic story with an effective suggestion of the contrast between the pomp of royalty and the humdrum of every day, and a geographical latitude which seemed reasonable enough. The surprising fact in musical comedy is that in musical comedy, where the latitude is supposedly greater, the transition from Herzogovina to New York adds to the difficulty. So the doings in the Amsterdam Avenue kitchen seems less plausible than in the original, and the necessity for bringing on the chorus at intervals, though it brightens the action, obscures the plot.

And both Mr. Pollock and Mr. Rennold Wolf, who has a pretty wit of his own, must endure the familiar disadvantage which accrues from an inability on the part of ensemble singers to get the words of a song across.

It is reassuring to discover, however, that Anna Victoria, Queen of Herzegovina, though down to her last penny after her arrival in New York, has become sufficiently Americanized to get whatever she wants sent home C. O. D. and to go even further in extravagant outlay for the grand fête at the home of the rich Laumans at Irvington-on-Hudson, which is the setting of the final act.

From this point on the plot and lines and lyrics are more or less subservient to the need of the moment, which in this day of grace appear to be an exhilarating and effective display of the latest things in dance. In this respect certainly the audience at the Liberty had a treat last night with Wallace McCutcheon, temporarily discarding the heroic role, to reveal his wonderful grace and ease and finish in the tango, trot, waltz and Brazilian, while the Misses Murray, Davis and Langdon each brought something of liquid grace and beauty to be admired and enjoyed. Miss Murray's dancing was particularly exhilarating.

Mr. De Koven has fitted music to the story which serves its purpose well and which is peculiarly pleasing in the ensembles, notably at the end of the first act. Here there is a picture of rebellious mob breaking into the palace, into which a considerable amount of color and movement have been injected. There is a clever humorous effect to the song "Mary Ann," first sung by the cook, in the person of Miss Anna Boyd, and alternately taken up and carried on by porter, messenger boy, and dwellers in the neighboring tenements, and there is a good swing to a number, "Ancient Rules of Etiquette," led by Fraulein Hajos and Wilmuth Merkyl, who plays and sings the rôle of the Prince with excellent spirit and voice.

Fraulein Hajos's solos, "Sweet Sixteen" and "My Fairy Prince," are charmingly given, and her personal success is great.

Alan Pollock repeats what is rapidly becoming a stereotyped character with him, and the others serve, though none is conspicuously important.

Grace Filkins in "The Love Leash."

Special to The New York Times.

ALBANY, Oct. 13.—The New Era Producing Company gave the first performance of "The Love Leash" at Harmanus Bleecker Hall this afternoon. The play is a three-act comedy by Anna Steese Richardson and Edmond Breese. Grace Filkins is featured in the production. Others in the cast are Ann Meridith, Isabelle Richards, Henry Stevenson, Paul Kerr, and Dexter Elliott. The New York opening will take place at the Harris Theatre next Monday.

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MARIE LLOYD REAPPEARS.

Makes a Hit Only In Some of Her Songs at the Palace.

Marie Lloyd, the English comedienne, made her first public appearance since her detention by the immigration authorities yesterday afternoon at the Palace Theatre and received a warm welcome from a crowded house. It also marked her first appearance on a stage in America for six years.

Miss Lloyd sang a half dozen songs known in the English halls as "blue." Over here they are called suggestive, and only in the more suggestive ones did she make the hit expected. Miss Lloyd followed Maurice and Florence Walton, dancers, on the Palace's bill, and just before them appeared Clara Morton. Miss Morton sings and dances prettily and with no trace of suggestiveness. Maurice and Florence Walton are excellent dancers. As Miss Lloyd both sings and dances, she was in a hard spot on the programme, but she got no less than six huge bunches of flowers on the completion of her act.

SOCIAL NOTES.

Mr. and Mrs. William De Forest Mantice, (Miss Harriet Ferry,) who were married in June and spent part of the Summer abroad, will be at 3 East Eighty-fifth Street for the Winter.

Mr. and Mrs. David Crawford Clark of 991 Fifth Avenue are at the Plaza for a week's stay, also Mrs. J. C. Colgate and the Misses Colgate.

The Rev. and Mrs. Roderick Terry of Newport are visiting their son-in-law and daughter, Mr. and Mrs. Eugene Hale, Jr., of 52 West Fifty-fifth Street, and will afterward make a trip south in their yacht.

Mr. and Mrs. Huntington Wilson of Washington and Lenox are in town, and will sail shortly for South America to pass the Winter in travel.

The series of Neighborhood Dances will be given again this season in the ballroom of the Hotel Gotham, beginning Friday, Dec. 12. The other dates chosen are Jan. 2 and 30, and Feb. 20. Edwin W. Andrews of 544 Fifth Avenue, is in charge of the arrangements.

Mr. and Mrs. Frederic A. Stevenson of Croton, N. Y., are at the Manhattan.

William Anderson Keys, Jr., son of Mr. and Mrs. William Anderson Keys, of this city, will be married to Miss Mary H. Walker, daughter of Mr. and Mrs. James Tyler Walker, at Evansville, Ind., to-day.

Mr. and Mrs. G. Horton Glover (Miss Harriet Porter) have closed their Summer home, at Black Rock, Bridgeport, Conn., and taken a house at Short Hills, N. J., for the Winter.

Mrs. George L. Nichols will give a reception on Dec. 6 to introduce her daughter, Miss Christina Nichols. Mr. and Mrs. Nichols and family are now at Alderbrook, Katonah, N. Y.

Mr. and Mrs. H. Mortimer Brooks have leased the Newbold Edgar cottage at Southampton, L. I., for next season.

Mrs. Charles R. Henderson and Miss Janet Henderson have returned from the Adirondacks and are occupying their cottage at Southampton during October.

Mr. and Mrs. Alvin H. Krech and their daughter have returned to New York from Southampton, to remain until they sail next week for Europe.

MISS M. H. COOK ENGAGED.

Daughter of Mr. and Mrs. Henry F. Cook to Wed Theodore P. Dixon.

Mr. and Mrs. Henry F. Cook of 32 East Sixty-fourth Street, announce the engagement of their daughter, Miss Madeleine H. Cook, to Theodore P. Dixon, son of Mr. and Mrs. Courtlandt P. Dixon of 52 West Forty-ninth Street. Miss Cook spent the Summer with her parents at their country place at Sag Harbor, L. I. Her mother was Miss Lena M. Fahys before her marriage. She has a sister, Miss Edith E. Cook, and two brothers, J. Fahys Cook and Harry Cook, who is at Yale.

Mr. Dixon is a graduate of Yale, Class of '07, and belongs to the Racquet and Tennis Club. He has two sisters, the Misses Augusta and Louise Dixon. The Dixon country place is at Ridgefield, Conn. No date has been set for the wedding.

Frank-Phillips Wedding Oct. 28.

Invitations have been sent out for the wedding of Miss Helen Phillips to Joseph J. Frank, which is to take place on Tuesday, Oct. 28, at the home of the bride's parents, Mr. and Mrs. David L. Phillips, 35 Riverside Drive. Mr. Frank is the son of Julius J. Frank, lawyer.

SPENCER—THELBERG.

The marriage of Miss Elizabeth Burr Thelberg, daughter of Dr. John Thelberg of 60 West Fifty-eighth Street, and Mrs. Thelberg, to Richard Sheldon Spencer of Cleveland, Ohio, took place on Saturday evening, Oct. 11, in St. Paul's Church, Poughkeepsie, N. Y. The Rev. Irving Goddard officiated. The bride was graduated from Vassar last June. Mr. and Mrs. Spencer will make their home in Cleveland.

OCEAN VOYAGERS.

Some of Those Sailing To-day and Some of the Arrivals.

Among the passengers booked to sail for Europe to-day are:

KAISER WILHELM DER GROSSE (Bremen)—Capt. and Mrs. William H. G. Bullard, Mr. and Mrs. Ernest Blochert, Walter von Cleff, Miss Hope Colgate, Miss Julia Coolidge, Mr. and Mrs. Villars A. Dodge, Mrs. Dodge, Mr. and Mrs. W. T. Easley, Mr. and Mrs. Edward Engelmann, Jr., Alfred Gartner, Mr. and Mrs. J. J. Lambert, Miss Lambert, E. A. Lynn, Mrs. S. F. Martin, Mrs. J. C. Nixon, Miss Ruth Peabody, Mrs. Joseph Stern, Henry Woodruff, Elbert Wright, Jr., and Houston Wyeth.

RYNDAM (Rotterdam)—L. N. Brunswig, Mr. and Mrs. Charles D. Tenney, Miss Tenney, Baird Turnbull, Mrs. C. M. Watson, and Miss Elizabeth D. Wilson.

Among the arrivals from Europe yesterday were:

ROTTERDAM (Rotterdam)—Dr. and Mrs. Amos T. Baker, Mr. and Mrs. A. Chester Beatty, Edmond Bliss, Mrs. Cyrus Brewer, Mr. and Mrs. J. A. Caldwell, Capt. and Mrs. W. F. Conrad, Mr. and Mrs. R. T. Cooper, Mr. and Mrs. I. W. Crosby, Col. and Mrs. H. A. Dyer, Misses Dyer, Mr. and Mrs. Edward H. Finlay, Mr. and Mrs. A. L. Garford, Mr. and Mrs. W. I. Hamilton, Mr. and Mrs. G. W. Heaton, Mr. and Mrs. E. B. Hull, Dr. and Mrs. J. F. Hultgen, Mr. and Mrs. S. H. Newhouse, Dr. George W. Norris, Mr. and Mrs. H. I. Parsons, Mr. and Mrs. H. L. Phillips, Mrs. W. Post, Mr. and Mrs. H. T. Richardson, Mr. and Mrs. Fitzhugh Simon, Dr. Hugh M. Smith, Dr. and Mrs. A. P. Stevenson, Mr. and Mrs. Bellamy Storer, Mrs. Bertram Webb, Mr. and Mrs. Charles P. Wheeler, Mr. and Mrs. Ogden D. Wilkinson, and Mrs. E. C. Worthington.

MINNEWASKA, (London.) — James A. Aborn, Mr. and Mrs. Applebye-Robinson, the Misses Applebye-Robinson, Lawrence Beesley, Mrs. William T. Burton, Mr. and Mrs. William Cheney, Miss Marion Cooper, Mr. and Mrs. T. M. Criley, Mrs. Fellows Davis, Jr., Mrs. A. C. Dodman, Mrs. Hannah Duryea, Mr. and Mrs. David G. Gardiner, Mr. and Mrs. F. A. Gardner, Mr. and Mrs. A. K. Gregory, Mr. and Mrs. O. W. Hamilton, Dr. and Mrs. Eldon Harver, Mr. and Mrs. J. Coolidge Hills, Mr. and Mrs. Charles H. Ingersoll, Miss Ingersoll, Mrs. C. L. Parmelee, Mr. and Mrs. Godfrey S. Saunders, Mr. and Mrs. Richard W. Shapleigh, Mr. and Mrs. E. S. Suffern, Mrs. Calvin Tomkins, Miss Tomkins, Mr. and Mrs. W. E. Truman, Rear Admiral Richard Wainwright, U. S. N., and Mrs. Wainwright, and Mr. and Mrs. John Wells.

Delmonico Dances Begin Nov. 28.

There will be a series of subscription dances this season, to be known as the Delmonico Dances, which have been organized by Mrs. D. J. O'Conor. They will be given in the large ballroom at Delmonico's on Nov. 28, Dec. 30, Jan. 30, and Feb. 18. The patronesses are Mrs. Ernest H. Amy, Mrs. John P. Kelly, Mrs. Frederick C. Mulgrew, Mrs. Andrew Jackson Connick, Mrs. Henry Haggerty Brown, Mrs. A. Johnson McEntyre, Mrs. Joseph Francis Todd, and Mrs. O'Conor.

"Lohengrin" in German.

A week's experience with "Lohengrin" brought needed improvement in the performance of it given at the Century Opera. Last night the last one was heard; it was in German, according to the Century Opera's scheme. It was better in several respects than that of a week ago. Both the chorus and the orchestra grappled with their tasks more successfully; but there was room for improvement, especially in some of the difficult choral passages in the first act. The audience was large last evening, and large audiences have heard the performances during the week.

MEN OF ALL PARTIES HONOR WOODRUFF

Past and Present Officials Are Chosen for Pall Bearers—Many Express Sympathy.

KINGS CAMPAIGN HALTED

Progressive Organization There Unable to Find Any One to Fill His Place as Leader.

Funeral services for ex-Lieut. Gov. Timothy L. Woodruff, who died in his apartments at the Carlton House, Madison Avenue and Forty-sixth Street, on Sunday night, will be held to-morrow morning at 11 o'clock in the Central Congregational Church, Hancock Street, near Bedford Avenue, Brooklyn. The body was taken yesterday to the home of Mr. Woodruff's sister, Mrs. Rodney A. Ward, 319 Garfield Place, Brooklyn. There was a steady stream of visitors at the Ward residence during the day, many men who had been associated with the dead leader in politics being among the hundreds of his friends who called. A great number of messages of condolence came to the family from men of prominence throughout the country representing all political parties.

Among those who sent telegrams were George B. Cortelyou, ex-Gov. Lounsbury of Connecticut, Acting Gov. Glynn, Bishop Sidney C. Partridge, George W. Perkins, ex-Public Service Commissioner William R. Willcox, ex-Gov. Horace White, Leroy W. Baldwin, ex-Senator George W. Aldridge, ex-Lieut. Gov. M. Linn Bruce, Edward E. McCall, Democratic candidate for Mayor, and Herbert L. Satterlee.

The funeral services to-morrow will be conducted by the Rev. Dr. S. Parkes Cadman, pastor of the Central Congregational Church. The honorary pall bearers will be Controller William A. Prendergast, ex-Senator Chauncey M. Depew, ex-Gov. Horace White, William Berri, George H. Barnes, Theodore Douglas Robinson, William H. English, Lorenzo Benedict, C. C. Hemmann, Supreme Court Justice Almet F. Jenks, William G. Willmore, and ex-Gov. Lounsbury of Connecticut.

Because of the death of Mr. Woodruff all the campaign meetings which had been arranged for last night in Brooklyn by the Progressive Party, of which Mr. Woodruff was the county leader, were postponed until Thursday. The members of the Progressive State Committee from Kings County met at the Brooklyn Club yesterday and adopted resolutions on the death of Mr. Woodruff. A special committee was appointed to represent the party in the county at the funeral services. Its members are James M. Gray, Edward W. Allen, and Henry S. Burger.

After the services at the church the body of Mr. Woodruff will be taken to Greenwood Cemetery for burial.

All members of the Progressive Party in Brooklyn felt yesterday that in the death of Mr. Woodruff their organization had suffered a severe blow. Mr. Woodruff was the chief organizer of the party in Kings and prevented many a threatened breach in the organization in the last year. The Progressives in the borough give Mr. Woodruff full credit for building up the organization there and they are wondering who is to take his place as leader. It is doubted that any one of the several men who are being talked of as his probable successor will have as strong influence as Mr. Woodruff in the management of the party's affairs in the county.

With the death of Mr. Woodruff, Charles S. Aronstam, Vice Chairman of the Executive Committee, becomes, temporarily, at least, the titular head of the organization in Kings. Mr. Aronstam, a lawyer, Jr., candidate for County Judge; State Committeeman Edward W. Allen and James M. Gray, Chairman of the Law Committee are among the most active workers in the party and each is being spoken of as Mr. Woodruff's probable successor. For the time being the affairs of the party will be looked after by the Campaign Committee. Eventually, it is expected, one of the men mentioned will develop as the leader, and it is believed the chances favor either Gray or Allen.

Leonard M. Wallstein, who has succeeded Timothy L. Woodruff as Chairman of the Progressive City Committee, said yesterday regarding Mr. Woodruff's death:

"The death of Mr. Woodruff comes as a distinct personal loss to Progressives throughout this city. His genial personality and his exhaustless store of anecdote made friends of all he met. No note of personal rancor was manifested by Mr. Woodruff in his whole long and strenuous political career. If he was unable to persaude his opponents that he was right, he always kept them his friends in any event. Progressives of this city will find it difficult to fill the place held by Mr. Woodruff, both in their affection and in their party councils."

SEE CONNAUGHT PRESENTS.

800 Guests Entertained by King and Queen at St. James's Palace.

LONDON, Oct. 13.—The King and Queen gave a party this evening at St. James's Palace in honor of Prince Arthur of Connaught and the Duchess of Fife, who are to be married on Wednesday. There were 800 guests.

The wedding presents were displayed. The most notable are a diamond tiara, the gift of the King and Queen, and a gold dessert service, the gift of the Princess Royal.

Obituary Notes.

GASTON P. PHILIP of Claverack, N. Y., who was for many years a resident of Washington, D. C., died on Sunday at the Hudson Hospital, Hudson, N. Y., of pneumonia. He was a son of William H. Philip, at one time a Representative in Congress from Hudson.

Capt. EMMETT O. PAYNE died at his home in Greenport, L. I., Sunday, at the age of 66 years. Capt. Payne was born on Shelter Island, and spent practically his whole life there and at Greenport. He was an expert boatman.

WILLIAM B. VAN WAGNER died Sunday at his home, 42 Fort Greene Place, Brooklyn, from typhoid fever. He was 58 years old, and for forty years had been employed as a salesman for Brokaw Brothers in Manhattan.

MARY S. SWEENEY, wife of Patrick B. Sweeney, Superintendent of the Fleischmann Yeast Company, Brooklyn, is dead at her home, 26 Cumberland Street, Brooklyn.

JENNIE HIRSCH, wife of Edward Hirsch, manager of a Brill Brothers store, is dead at her home, 824 Broadway, Brooklyn.

SARAH JANE OWENS DEAN, widow of James W. Dean, and one of the active members of the King's Daughters of the Baptist Church, died at her home, 15 St. Mark's Avenue, Brooklyn, on Saturday.

CECELIA MacINTOSH, wife of Arthur MacIntosh of 1,443 Seventy-third Street, Bath Beach, died while visiting at Central Islip on Saturday. She was born at Barbados, British West Indies, thirty-one years ago.

MARY DOLLARD WHELAN, widow of Vincent Whelan, died Saturday of blood poisoning at her home, 177 Windsor Place, Brooklyn. She was born in Ireland in 1850, and emigrated to Brooklyn forty years ago.

Miss CELIA DUFF died Sunday at her home, 180 Adelphi Street, Brooklyn, after a long illness. She was a sister of the late P. F. Duff, circulation manager of The Evening World.

HENRY MITTAG, for seventeen years an attendant at the County Court, Brooklyn, died last saturday from a hemorrhage at his home, 78 Bleecker Street, Brooklyn.

Mrs. CATHERINE FARRELL, mother of the Rev. John F. Farrell of St. Bartholomew's Roman Catholic Church at Elmhurst, L. I., is dead at her home in Hempstead, L. I., in her seventieth year.

HENRY S. DALY, a clerk in the New York Post Office, living at 109 St. Mark's Place, Brooklyn, died on Friday in St. Peter's Hospital, Brooklyn, following an operation for appendicitis.

GUSTAV A. CARLS, for many years Superintendent of Public School 32, in the Bronx, died last saturday at his home, 114 Morningside Avenue. He was a graduate of the College of the City of New York.

H. W. ALLISON, an iron master and manufacturer, twice Mayor of Allentown, Penn., died on Sunday in that city.

THOMAS HAYDEN, a real estate dealer and appraiser of Harlem property, died on Saturday at his home, 248 West 145th Street. He was several times a candidate for Congress and for the Assembly on the Democratic ticket.

WILLIAM PATTEN COE, 83 years old, died at his home in Kingston, near Newport, R. I., on Sunday. Mr. Coe was for many years a fleur merchant in this city, but retired more than twenty years ago. During the civil war he spent a year in the Confederate prison at Fort Tyler, Texas.

GETS "LAUGHING HUSBAND."

Frohman to Produce London Musical Play in Philadelphia.

Charles Frohman obtained last night the American rights of "The Laughing Husband," by Edmond Eysler, which is a reigning hit in London. It will be Mr. Frohman's next musical production opening in Philadelphia Christmas week. Another company will open in Chicago a little later, but the new piece will not be brought to New York until next season.

Mr. Frohman began negotiations for the rights to "The Laughing Husband" last Summer, but did not know that the contract had been closed until he got a cable message.

Edmond Eysler is a new composer who is known only as the author of "The Little King." The English version of the new piece is by Arthur Wimperis.

"When "The Laughing Husband" is produced it will make the fourth musical show for Mr. Frohman this season, the others being "The Doll Girl," "The Sunshine Girl," and "The Marriage Market."

Herbert's 'Madcap Duchess' Staged.

Special to The New York Times.

ROCHESTER, Oct. 13.—At the Lyceum Theatre here to-night H. H. Frazee produced for the first time on any stage Victor Herbert's new comic opera "The Madcap Duchess," with Ann Swinburne in the title rôle. Justin Huntley McCarthy and David Stevens wrote the book. The action of the story takes place in and near Paris. Glenn Hall, recently a grand opera tenor, sang the leading male rôle. Victor Herbert conducted the orchestra. The production will open in New York in three weeks.

WEEK'S BILLS IN THEATRES.

In the theatres where stock companies are installed and where the programme is changed weekly, the following plays are offered this week: "Lena Rivers" at the Academy of Music, "Bought and Paid For" at the West End Theatre, "The Master Mind," with Edmund Breese, at the Grand Opera House; "The Blue Mouse" at Keith's Harlem Opera House, "Little Women" at the Royal Theatre, "The Newlyweds and Their Baby" at the Prospect Theatre, Fiske O'Hara in "In Old Dublin" at the Bronx Opera House, "The Still Alarm" at the Metropolis Theatre, "One Day" at Cecil Spooner's Theatre, Vanity Fair Burlesquers at Miners in the Bronx, "Crusoe Girls" at the Olympic Theatre, "The Rosie Posie Girls" at Miners People's Theatre, "Beauty, Youth, and Folly" at the Columbia, and "The College Girls" at the Murray Hill. Dunninger, an illusionist, is the special feature at the Eden Musee.

Besides Marie Lloyd at the Palace, other attractions this week are Paul Armstrong's new playlet, "To Save One Girl," with Catherine Calvert and Harry Mestayer; Maurice and Florence Walton, Gus Edwards's "The Yankee Doodle Scouts," Eddie Leonard, assisted by Mable Russell; The Three Hickey Brothers, Clara Morton, a bird circus produced by the Goolmans, and the Pathe Weekly will conclude the programme.

Valeska Surat is the headliner at Proctor's Fifth Avenue this week, and others on the bill are Laddie Cliff, Imhoff, Conn and Corcoran, in "Surgeon Louder, U. S. A."; Jones and Sylvester in "The Two Drummers," Alf Grant and Ethel Hogan in "The Troublesome Trunk," Olive Driscoe, the "Sunshine and Roses" girl; Demarest and Chabot, Seldom in Poems in Marble, Shinard and Richards in "Bits of Nonsense," and Rolandow Brothers, athletes.

At Hammerstein's Victoria Fatima, the Turkish dancer, heads the bill for a second week. Daisy Harcourt makes her first American appearance in two years, and others are Sam and Kitty Morton, Florence Tempest, Bernard Granville, Tom Lewis and Sam Ryan, presenting the skit that made them famous years ago; Avon Comedy Four, Charlie Case, Joe and Lew Cooper, Josephine Dunfee, Edith Livingston, Bristol's Arabian stallions, Jack Stuck, Sturtvant and Moss, and Mr. and Mrs. Ball.

Fritzi Scheff is at Keith's Colonial, where Jack Wilson & Co. remain for a second week, Florence Roberts & Co. presents "The Woman Intervenes," and the bill also includes Julius Steger, Lou Price and Lillian Gonne in "Kids Is Kids," Ward Brothers as "Bertie and Archie from Dear Ole Lunnon," Cash Sisters, Blanche Sloan, and Cole and De Haven.

The Alhambra Theatre has Clifton Crawford as the topliner this week. Others are Sophie Tucker, "The Mary Garden of Ragtime"; Diero, Robert L. Dailey & Co. in "Our Boy," Stan-Jansy Trio, "Odd Funsters"; Smith, Cook, and Brandon as "The Millionaires," "The Act Beautiful," Ramsdell Trio, and Meredith and Snoozer, Scheck, D'Arville, and Dutton, White's Novelty Minstrels, Vernetta Clark Trio, and Kinemacolor and black and white photo plays.

The bill at Proctor's Fifty-eighth Street Theatre the first half of this week is headed by The Five Masons and their company; Helen Stevens, singing comedienne; Three Westoffs, musical dancers; Conroy and Wilson, comedians; Le Roy, the human fish; Bounding Pattersons, and kinemacolor and black and white photo plays.

The fourth anniversary of the opening of Keith's Bronx Theatre is being celebrated this week by Belle Baker, Harry Tighe in "Taking Things Easy," R. L. Goldberg, the cartoonist; Frank Sheridan and company in "Blackmail," Ad. Hoyt's Minstrels, Farber Girls, Cantwell and Walker in "Under the Gay White Lights," McConnell and Simpson, "The Right Girl"; Pietro; McMahon, Diamond, and Clemence; Frawley and Hunt, and Mori Brothers, Japanese entertainers.

At Proctor's 125th Street Theatre the feature this week is B. A. Rolfe's musical comedy, "The Leading Lady." Others are Tom Nawn and company, presenting "The College Coach"; Anna Muller, comedienne; O'Neil and Dixon, comedians; The Hurleys, ring experts; Bill Bennett, Italian monologist; Hickman Brothers and Company in "A Detective Detected," Booch and Zarilla, sister act; Ford and McNell, Marambo Duo, Ed. Efrus, and kinemacolor and black and white photo plays.

At Proctor's Twenty-third Street Theatre are Tom Smith and Ralph Austin, Leach Cross, who has left the prize ring long enough to give a physical culture exhibition and tells about the art of self-defense; Bessie Devole and Al. White in "The Right of Way," "The Jarr Family," by Roy MacCardle; "Don, the Talking Dog," introduced by Loney Haskell, Ned Monroe and Charles Pusey in "A Study in Burnt Cork," Madge Maitland, and Lohse and Sterling.

Brooklyn.

"The Honeymoon Express" is at the Brooklyn Majestic Theatre for two weeks. Al and Fanny Stedman and other players include: Melville Ellis, Ada Lewis, Juliette Dika, Ray Samuels, Anna Wheaton, Doyle and Dixon, Jack Storey, Earl Benham, Pat Rooney, Jr., Donald McDonald, and Emile J. De Varny.

Robert Hillard is at the Montauk Theatre this week in "The Argyle Case." In the company with him are Olive Oliver, Stella Archer, Agnes Everett, Wanda Carlyle, Joseph Touhey, Edwin Holland, W. T. Clark, John J. Pierson, and Gustav von Seyffertitz.

Topping the bill at Keith's Orpheum Theatre is Eddie Foy, assisted by the seven little Foys. Others are James and Bonnie Thornton, "Beauty Is Only Skin Deep," "My Lady of the Bungalow," with Paul Morton and Naomi Glass; Charles Howard and James Ratliff, assisted by Dorothy Hayden, in "A Happy Combination"; Elida Morris, Harry Howard's Novelty, and the Three Bartos, and the Flying Russels.

"Neptune's Garden of Living Statues" is the headliner at Keith's Bushwick Theatre, where Digby Bell and company present "It Happened in Topeka." Others are Francis Dooley, assisted by Corinne Sales, in "That's Silly"; Mae Melville and Robert Higgins, in "Putting on Airs"; Bert Melrose, Dagwell Sisters, Walter Van Brunt, Alexander Brothers, ball bouncers, and the Shelvey Boys.

Winthrop Ames is presenting "Snow White and the Seven Dwarfs" at the De Kalb Theatre this week. A special matinee will be given to the children of the members of the Brooklyn Press Club this afternoon.

Swift & Company's sales of Fresh Beef in New York City for the week ending Saturday, Oct. 11, averaged 11.62 cents per pound. —Adv.

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J. H. McKENNEY DIES AT 76.

Clerk of the United States Supreme Court for 33 Years.

WASHINGTON, Oct. 13.—James H. McKenney, for thirty-three years Clerk of the Supreme Court of the United States, died to-night at his Maryland home, in the outskirts of Washington, of a complication of diseases, from which he had long been a sufferer. He was 76 years old.

His death ended a service of fifty-five years in the Supreme Court, beginning as Deputy Clerk. He had administered the oath of office to all the members of the court since 1880 and officiated at the inauguration of all the Presidents since that time with the exception of President Wilson. Mr. McKenney administered the oath to probably 10,000 lawyers upon their admission to practice before the Supreme Court.

James H. McKenney was born in Hartford County, Maryland, and was educated at Bel Air Academy, Maryland, and Rugby Academy, Washington. He married Virginia Dorcas Walker on May 15, 1862. Mr. McKenney belonged to the Metropolitan Club of Washington and the Transportation Club of New York.

J. R. PARROTT DEAD.

President of Florida East Coast Railroad Dies Suddenly in Maine.

OXFORD, Me., Oct. 13.—J. R. Parrott, President of the Florida East Coast Railroad, died at his Summer camp here to-night of angina pectoris. The end came suddenly. During the day Mr. Parrott was apparently in normal health. He had been closely associated with the late Henry M. Flagler in the railroad and hotel business.

Mr. Parrott assisted Mr. Flagler in the building of the oversea extension of the Florida East Coast Railroad to Key West. He had charge of Flagler's Florida interests since 1885, and was one of the Trustees of the Flagler estate. Mr. Flagler left him $100,000 in his will. Mr. Parrott was once a famous Yale oarsman.

JUDGE EMORY SPEER ILL.

Georgia Jurist Breaks Down Under Impeachment Charges.

Special to The New York Times.

MOUNT AIRY, Ga., Oct. 13.—Suffering from a prolonged attack of gastritis, Judge Emory Speer of the Southern District of Georgia has been brought here on a car from his Summer home at Highlands, N. C. His condition is serious, and two physicians are attending him.

Impeachment proceedings against Judge Speer are now pending in Congress, and his illness is largely due to the heavy strain he has undergone. Judge Speer is so weak that he does not expect to return to Macon until the middle of November, nearly a month later than his usual time for returning from the mountains, where he goes each Spring for relief from hay fever.

Facts concerning his illness were kept secret until to-day.

THEATRICAL NOTES.

Tom Lewis's vaudeville reunion with his old-time partner, Sam Ryan, is to come to a sudden end, for after this week's performance at Hammerstein's the pair will dissolve partnership once more, and Lewis will become a star in the Arthur Hammerstein production of "High Jinks," which is to open in Syracuse Oct. 30.

Julius Steger is to appear in a new musical-dramatic one-act comedy, "The Warning," by Harry Lorde, at Keith's Union Square Theatre next week. The production is under the direction of E. F. Albee and Martin Beck.

Members of the Drama League of America yesterday declared that the new "farmers' bulletin" to be issued by the New York branch of that organization, while commenting on all of the plays worth seeing in New York, would only condemn the bad ones by leaving them severely alone, letting the readers of the publication draw their own conclusions.

English vaudeville artists and others are preparing to welcome Wilkie Bard when he arrives here from London next Friday on the Cedric. The plan includes a band and a trip down the bay on a tug to meet the steamer. Wilkie Bard's engagement will begin at Hammerstein's' the following Monday.

Edna Goodrich, who was featured in "Evangeline," which closed Saturday night, has signed a contract to appear at the Palace Theatre soon in a sketch.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Engaged.

Brooklyn.

MARSH—CARMAN.—Oct. 11, Edith Carman to Charles G. Marsh.

Married.

SPENCER — THELBERG. — At St. Paul's Church, Poughkeepsie, N. Y., Oct. 11, 1913, Miss Elizabeth Burr Thelberg of Poughkeepsie to Richard Selden Spencer of Cleveland, Ohio.

Died.

ANDERSON.—Elizabeth A., widow of John D. Anderson, in her 90th year. Funeral services at the residence of her daughter, Mrs. William K. Everdell, Tenafly, N. J., on Tuesday, the 14th, at 4:30 P. M. Trains leave Jersey City at 3:44 P. M., returning leave Tenafly at 5:20. Interment at the convenience of the family. Kindly omit flowers.

BROWN.—In the town of Newburgh, N. Y., William R. Brown, in his 73d year. Funeral services will be held at the residence of his brother, the Hon. C. Brown, Grand Av., Newburgh, N. Y., on Wednesday, Oct. 15, at 2 o'clock. Interment at Cedar Hill Cemetery.

BUTTS.—At Westbrook, Conn., on Sunday, Oct. 12, Arthur Clarkson Butts, in his 66th year. Funeral service on Tuesday evening, Oct. 14, at 8 o'clock, at his late residence, 1,004 Trinity Av., Bronx.

COE.—On Sunday, Oct. 12, 1913, William Patten Coe, formerly of Englewood, N. J., in his 83d year. Funeral and interment at Newport, R. I., Wednesday, Oct. 15.

COLE.—On the 12th of October, 1913, at his residence, 126 W. 165th St., Theodore R. Cole, age 48 years, Past Master of Globe Lodge, No. 588, F. and A. M.

DAILY.—At Babylon, L. I., Monday, Oct. 13, 1913, Elizabeth (Bessie) Daily, daughter of Catherine Horan and the late Edward Daily, in her 28th year. Notice of funeral later.

GOMAN.—On Oct. 12, John Goman, in his 86th year. Funeral Wednesday, 2:30 P. M., from his late home, 29 South Willow St., Montclair, N. J.

HALSTED.—At the Memorial Hospital, Morristown, N. J., on Monday, Oct. 13, 1913, 7 A. M., Emily Taylor, wife of the late Edward Halsted and daughter of the late Robert and Emily Taylor of New York. Funeral private.

HARRISON.—Edmond P. Harrison, at Chicago, Tuesday morning. Funeral from residence, Grandin Road, Cincinnati, Thursday, 10 A. M. Burial private.

IRELAND.—On Saturday, Oct. 11,

UNDERWOOD CALLS HOBSON TO ACCOUNT

Demands Proof of Charge That He Is a Tool of Wall Street and of Liquor Interests.

CHALLENGE IS CHEERED

Didn't Know of Ryan Contribution to Campaign, He Says, and Stands by His Record.

Special to The New York Times.

WASHINGTON, Oct. 13.—The liveliest debate that the House of Representatives has experienced in many a day came this afternoon, when Representative Oscar W. Underwood, Democratic leader of the House and framer of the recent tariff legislation, and Representative Richmond Pearson Hobson, who sank the collier Merrimac in the harbor of Santiago in the Spanish war and a rival of Mr. Underwood for the vacant Senate seat from Alabama, engaged in an oratorical encounter over a charge by Mr. Hobson that Mr. Underwood was "a tool of the interests."

Mr. Hobson alleged that Mr. Underwood had been the "dummy" of Wall Street and the liquor interests, and made frequent references to the fact that Thomas Fortune Ryan had contributed to Mr. Underwood's campaign for the Democratic Presidential nomination last year. He said that he had been for Mr. Underwood's candidacy, but that his support had been obtained under false pretences. Had he known that Mr. Ryan was financing the Underwood campaign, he said, Mr. Underwood would not have been his choice.

It was evident that the sympathies of the Democratic side of the House were overwhelmingly with Mr. Underwood. He received a great ovation when he rose to respond to his accuser, while at times there were shouts to Mr. Hobson to "sit down." The Republicans quietly enjoyed the Democratic row.

Mr. Underwood denied Mr. Hobson's allegations, and, with particular reference to a revival of the charge made by Secretary of State Bryan that Mr. Underwood was a reactionary, challenged Mr. Hobson to ask Mr. Bryan to-day what he thought of Mr. Underwood. This brought from Mr. Hobson a retort that he would accept the challenge.

Brings in Bryan.

Mr. Hobson quoted Mr. Bryan from the Commoner thus:

"Mr. Harmon and Mr. Underwood are the reactionary candidates. * * * Mr. Harmon was picked out first, but big business began to smile on Mr. Underwood as soon as it became evident that Harmon was not making headway."

"That is the statement of William Jennings Bryan," said Mr. Hobson. "Vehement denials were made on the part of his management. These vehement denials at last allayed my fears, and I supported Mr. Underwood.

"My support, and the support of the loyal Democrats, and the progressive citizens of Alabama were obtained under false pretense. Had I known that Thomas Fortune Ryan, the man whom Mr. Bryan rebuked by name at the Baltimore Convention, and accused of being the tool of Wall Street, and of trying to capture the party was financing the major part of Oscar Underwood's campaign, not only would I not have supported him, but I would have fought him, and what is more, he never would have been the choice of the people of Alabama. I here declare that their support of him for the United States Senate shall not be obtained similarly under false pretenses.

"I believe he has done his duty as he has seen it. But my interpretation was this, and I stick to it, that the gentleman is simply of a type of politician that has reigned, is to be dethroned, and a type that plays the game and allows to come in the game agencies that help to win."

Mr. Underwood demanded to know the basis for Mr. Hobson's charge that he was the "tool of the liquor interests," and in response Mr. Hobson said that he believed the liquor interests had bound in Mr. Underwood the strongest man to oppose Mr. Hobson.

"I will say to this House," said Mr. Underwood, "that no man and no interests, no matter how great or important, has ever used me as tool or a dummy."

Underwood Defends Record.

A wild burst of applause came from the Democratic side at this, and it was apparent at once that the sympathy of his party associates was largely with Mr. Underwood. There was applause, too, when Mr. Underwood challenged any man to point to a blot on his public or private career.

Referring to the fact that as the framer of the Tariff bill he had been placed in a position where temptation and powerful interests had been brought to bear on him, Mr. Underwood said that he had been true to his trust.

The House leader spoke of his eighteen years of service in Congress, and asserted that his record had been an open one.

"During that eighteen years," he said, "there is no record vote that has been dodged by me. If I have been the tool of Wall Street or of the liquor interests then the Democratic Party has been the tool of Wall Street and the liquor interests, because my record is the record of the Democratic Party in eighteen years of service."

His Democratic colleagues applauded this utterance.

"I will say to the gentleman from Alabama that I did not hear that Wall Street was financing my campaign," said Mr. Underwood. "Subsequent to the election and after the printed campaign contributions had been made I was told by the manager of my campaign that Mr. Ryan made the contribution to my campaign without asking any commitments as to any policy in that convention or by myself, saying it was given solely on the basis that he was a Southern man and he was anxious to see a Southern man elected to the Presidency.

"Does the gentleman from Alabama charge that Col. Roosevelt was a tool of the interests because George Perkins subscribed to his campaign fund? Does he charge that the President of the United States is a tool of the interests because Mr. McCormick subscribed to his Presidential campaign fund, or because Thomas Fortune Ryan subscribed $10,000 to his campaign fund when he was a candidate for Governor of New Jersey? There was not a single candidate for the Presidential nomination on either side whose campaign fund had not been subscribed to in part at least by men as intimately connected with the doings of Wall Street as Mr. Ryan was."

"Of course the gentleman knows that President Wilson scorned Ryan's contribution," interjected Mr. Hobson.

"In the second campaign, but not in the first," retorted Mr. Underwood.

Difference with Bryan Closed.

A reference by Mr. Hobson to the statement in The Commoner on May 12, 1912, concerning Mr. Underwood brought a quick response.

"Everybody knows," said Mr. Underwood, "that at one time there was a serious disagreement between Mr. Bryan and myself. The membership of this House did not take Mr. Bryan's side on that occasion, and the country has not done so. But Mr. Bryan was in a position at one time where he challenged and criticised everything I did. We have forgotten our differences for the good of our party. But I challenge the gentleman from Alabama to get a statement from Mr. Bryan that I am the tool of any interests. The gentleman knows he could not do it."

"Let the gentleman change the form of that and I will accept the challenge," interrupted Mr. Hobson, without rising from his seat, an omission that brought a mild rebuke from Speaker Clark.

"The gentleman charges me," said Mr. Underwood, "with being a tool of the interests and a follower of the liquor ring, and yet when it became necessary to pass a bill to relieve the people I allowed every single thing in my district to go on the free list because I knew that the man who is to fight must bare his own breast to the storm before he could carry his followers over the breastworks."

For Latest Shipping See Page 1.

SHIPPING AND MAILS.

Miniature Almanac for To-day.

Sun rises..6:09|Sun sets..5:24|Moon sets..5:29

THE TIDES.

	High Water. A.M.	P.M.	Low Water. A.M.	P.M.
Sandy Hook	6:56	7:11	12:40	1:08
Governors Island	7:42	7:30	1:15	1:42
Hell Gate	9:02	9:20	2:55	3:22

Arrived—Monday, Oct. 13.

SS Rotterdam, Rotterdam, Oct. 4.
SS Minnewaska, London, Oct. 4.
SS Tenadores, Kingston, Oct. 9.
SS Ancona, Naples, Sept. 30.
SS Rochambeau, Havre, Oct. 4.
SS Prinz Sigismund, Kingston, Oct. 7.
SS Suriname, Belize, Sept. 26.
SS Lena, Calbarlen, Oct. 7.
SS Antilles, New Orleans, Oct. 8.
SS El Paso, Galveston, Oct. 7.
SS El Occidente, Galveston, Oct. 7.
SS San Marcos, Key West, Oct. 7.
SS Mana Hata, Baltimore, Oct. 11.
SS Obidense, Port Antonio, Oct. 8.
SS Amora, Macoris, Oct. 5.
SS Soifels, Calcutta, Aug. 23.
SS Madonna, Marseilles, Sept. 27.
SS Vigilancia, Havana, Oct. 7.
SS Santa Catalina, Philadelphia, Oct. 12.
SS Ruth, Boca Grande, Oct. 8.
SS Westerdyk, Rotterdam, Oct. 2.

Incoming Steamships.

DUE TO-DAY.

Lux	Santander	Sept. 30
Jan Van Nassau	St. Marc	Oct. 6
Boringuen	San Juan	Oct. 8
San Juan	San Juan	Oct. 8
Antilla	Progreso	Oct. 7
Huron	Jacksonville	Oct. 10
Hylas	Barbados	Oct. 7
Kaiser Wilhelm II	Bremen	Oct. 7
Oscar II	Christiansand	Oct. 4
Grosser Kurfuerst	Bremen	Oct. 4
Ivernia	Naples	Oct. 2
Westerdyk	Rotterdam	Oct. 2
Saratoga	Havana	Oct. 11
Emil F. Boas	Kingston	Oct. 9
City of Savannah	Savannah	Oct. 11
El Monte	Galveston	Oct. 8

DUE TO-MORROW.

Oceanic	Southampton	Oct. 8
Caronia	Liverpool	Oct. 7
Ancona	Palermo	Oct. 2
Benedict	Para	Oct. 2
Bedebrun	Las Palmas	Oct. 1
Colon	Cristobal	Oct. 9
Apache	Jacksonville	Oct. 12
Comal	Mobile	Oct. 8
El Dia	Galveston	Oct. 7

DUE THURSDAY.

Argentina	Algiers	Oct. 3
Germania	Naples	Oct. 2
Graf Waldersee	Hamburg	Oct. 4
Philadelphia	San Juan	Oct. 11
Floridel	Halifax	Oct. 13
Caribbean	Bermuda	Oct. 14
Almirante	Santa Marta	Oct. 7
Arapahoe	Jacksonville	Oct. 13
Proteus	New Orleans	Oct. 11
Kroonland	Antwerp	Oct. 4

DUE FRIDAY.

Mauretania	Liverpool	Oct. 11
Cedric	Liverpool	Oct. 9
Mexico	Vera Cruz	Oct. 9
El Valle	Galveston	Oct. 9
City of Montgomery	Savannah	Oct. 14

DUE SATURDAY.

Amerika	Hamburg	Oct. 11
Provence	Havre	Oct. 11
St. Louis	Southampton	Oct. 11
Commewijne	Trinidad	Oct. 11
Santiago	Galveston	Oct. 11
Lenape	Jacksonville	Oct. 15

Outgoing Steamships.

SAIL TO-DAY.

	Mails Close.	Vessels Sail.
Kaiser Wilhelm der Grosse, Bremen	6:30 A.M.	10:00 A.M.
Ryndam, Rotterdam	———	10:00 A.M.
Kingston, Jamaica	———	10:00 A.M.
Mohawk, Jacksonville	———	1:00 P.M.
City of St. Louis, Savannah	———	3:00 P.M.
El Alba, Galveston	———	12:00 M.

SAIL TO-MORROW.

*Lusitania, Liverpool	———	1:00 A.M.
Savoie, Havre	7:00 A.M.	10:00 A.M.
Strathroy, Rio Janeiro	8:00 A.M.	10:00 A.M.
Zulia, La Guayra	8:30 A.M.	12:00 M.
Zacapa, Jamaica	9:30 A.M.	12:00 M.
Vaderland, Antwerp	———	10:00 A.M.
Talisman, Cabarien	———	12:00 M.
Creole, New Orleans	———	12:00 M.
Alamo, Galveston	———	1:00 P.M.
Huron, Jacksonville	———	1:00 P.M.
Hamilton, Norfolk	———	3:00 P.M.

*Mails close at 9:30 P. M. Tuesday.

SAIL THURSDAY.

Prinz Friedrich Wilhelm	6:30 A.M.	10:00 A.M.
Esperanza, Havana	10:00 A.M.	1:00 P.M.
Allianca, Colon	11:30 A.M.	3:00 P.M.
Prinz Sigismund, Inagua	1:00 P.M.	4:00 P.M.
Italia, Naples	———	2:00 P.M.
Celtic, Liverpool	———	12:00 M.
C. F. Tietgen, Christiansand	———	2:00 P.M.
Bayamon, San Juan	———	12:00 M.
Massapequa, Arroyo	———	12:00 M.
City of Savannah, Savannah	———	3:00 P.M.
El Sud, Galveston	———	12:00 M.

SAIL FRIDAY.

St. Paul, Southampton	6:30 A.M.	10:00 A.M.
Suriname, Belize	9:30 A.M.	12:00 M.
Vigilancia, Nassau	12:00 M.	3:00 P.M.
Siam, Argentina	12:00 M.	3:00 P.M.
Jan Van Nassau, Haiti	12:30 P.M.	3:00 P.M.
Gregory, Para	———	7:00 A.M.
Apache, Jacksonville	———	1:00 P.M.

By Marconi Wireless.

SANDY HOOK, N. J., OCT. 13.

SS Kaiser Wilhelm II., Bremen to New York, was 1,200 miles E. at noon Sunday; due 14th, 7 P. M. North German Lloyd.

SS Caronia, Liverpool to New York, was 632 miles E. at 6:43 A. M.; due 15th, 8 A. M. Cunard Line.

SS Floride, Havre to New York, was 725 miles E. at 6:40 A. M.; due late Wednesday. French Line.

SS Oscar II., Copenhagen to New York, was 280 miles E. at noon; due 14th, 8 A. M. Scandinavian-American Line.

SS Kroonland, Antwerp to New York, was 1,280 miles E. at noon Sunday; due 16th, 8 A. M. Red Star Line.

SS Oceanic, Southampton to New York, was 850 miles E. at 4:30 P. M.; due 15th, 1:30 P. M. White Star Line.

SS Grosser Kurfuerst, Bremen to New York, was 641 miles E. at noon; due 15th, 8:30 A. M. North German Lloyd.

SS Kaiser Wilhelm II., Bremen to New York, was 650 miles E. at noon Sunday; due 16th, 8 A. M. North German Lloyd.

SCOTLAND LIGHTSHIP.

SS Alamo, Galveston to New York, was 536 miles E. of Galveston at 6 P. M.

SS Apache, Jacksonville to New York, was 505 miles S. at 7 P. M.

SS Arapahoe, Jacksonville to New York, was 320 miles S. of St. Johns Bar at 7 P. M.

SS Antillia, Tampico to New York, was 114 miles S. at noon.

SS Algonquin, Turks Island to New York, was 590 miles S. at 8 A. M.

SS Comanche, Galveston to New York, was 264 miles S. at 7 P. M.

SS Comal, Mobile to New York, was 160 miles S. at 7 P. M.

SS City of Savannah, Savannah to New York, was 130 miles S. at noon.

SS Comet, Sabine to New York, was 292 miles N. of Jupiter at noon.

SS El Cid, Galveston to New York, was 320 miles E. of Galveston Bar at 6 P. M.

SS El Dia, Galveston to New York, was 120 miles N. of Jupiter at 8 P. M.

SS El Valle, Galveston to New York, was 135 miles W. of Tortugas at noon.

SS Minnesotan, Puerto Mexico to New York, was 265 miles N. of Jupiter at 8 P. M.

SS Radian, Baton Rouge to New York, was 25 miles above New Orleans at 8 A. M.

SS San Juan, San Juan to New York, was 182 miles S. at noon.

SS Saratoga, Havana to New York, was 255 miles S. at 7 P. M.

Transpacific Mails.

These mails close in New York at 6:30 P. M.

Hawaii, Japan, Korea, China and Philippine Islands, (via San Francisco)—Persia .....Oct. 13

Hawaii, Samoan Islands, New Zealand, and Australia, (except West,) (via San Francisco)—Ventura ....Oct. 16

Japan, Korea, China (via Seattle)—Awa Maru .....Oct. 16

Hawaii (via San Francisco)—Wilhelmina .....Oct. 16

Japan, Korea, China, and Philippine Islands (via Vancouver)—Empress of India .....Oct. 17

Hawaii, Japan, Korea, and China (via San Francisco)—Hongkong Maru .....Oct. 19

Japan, Korea, and China (specially addressed only) (via Tacoma)—Panama Maru .....Oct. 23

Hawaii (via San Francisco)—Honolulan .....Oct. 23

Hawaii, Philippine Islands, and specially addressed mail for China and Japan (via San Francisco)—Korea..Oct. 23

Japan, Korea, China, and Philippine Islands (via Seattle)—Antilochas..Oct. 24

Hawaii, Fiji Islands, New Zealand, and Australia, (except West,) (via Vancouver)—Makura .....Oct. 24

Transatlantic Parcel Post.

Great Britain and Ireland—Close at 5 P. M. Oct. 16, SS St. Paul.

Germany—Close at 5 P. M. Oct. 13, SS Kaiser Wilhelm der Grosse; 5 P. M. Oct. 15, SS Prinz Friedrich Wilhelm, and 5 P. M. Oct. 20, SS Kaiser Wilhelm II.

France—Close at 5 P. M. Oct. 16, SS St. Paul.

Austria—Close at 11:30 A. M. Oct. 22, SS Argentina.

Belgium—Close at 5 P. M. Oct. 14, SS Vaderland.

Hungary—Close at 9:30 A. M. Oct. 23, SS Iverna.

Netherlands—Close at 5 P. M. Oct. 13, SS Ryndam, and at 5 P. M. Oct. 20, SS Rotterdam.

Norway, Sweden, and Denmark—Close at 11:30 A. M. Oct. 16, SS C. F. Tietgen.

Italy—Close at 5 P. M. Oct. 17, SS Barbarossa.

Foreign Ports.

Arrived.

SS K. Cecilie, at Plymouth, Oct. 13.
SS Carmania, at Queenstown, Oct. 13.
SS Caledonia, at Glasgow, Oct. 13.
SS Belligrano, at Valparaiso, Oct. 13.
SS Chinu, at Bahia Blanca, Oct. 13.
SS Crofton Hall, at Valdivia, Oct. 13.
SS Trent, at Southampton, Oct. 13.
SS Bermudian, at Bermuda, Oct. 13.
SS Minnlo, at Sydney, N. S. W., Oct. 13.
SS George Washington, at Bremen, Oct. 12.
SS Bremen, at Bremen, Oct. 13.
SS Oklahoma, at Rotterdam, Oct. 11.
SS Kathlamba, at Port Said, Oct. 13.

Sailed.

SS M. Washington, from Almeria, Oct. 10.
SS Comanche, from Dublin, Oct. 12.
SS Deutschland, from Shields, Oct. 11.
SS Charlton Hall, from Callao, Oct. 10.
SS Chicago, from Havre, Oct. 11.
SS F. der Grosse, from Boulogne, Oct. 12.
SS Le Coq, from Cette, Oct. 10.
SS Costante, from Valencia, Oct. 10.
SS Star of Ireland, from Cardiff, Oct. 11.
SS Dinnamare, from Lisbon, Oct. 9.

Passed.

SS Argenfels, Calcutta to New York, passed Perim.
SS Re d'Italia, New York to Naples, passed Gibraltar.
SS Roma, New York to Marseilles, passed Gibraltar.
SS Czar, New York to Libau, passed Brow Head.
SS Prinzess Irene, New York to Naples, passed Gibraltar.
SS Minneapolis, New York to London, passed the Lizard.

Pacific Mails.

Postmaster Morgan announces that mails of the following dates—Nagasaki, Sept. 22; Kobe, Sept. 23, and Yokohama, Sept. 24—which arrived at Seattle per steamer Awa, were dispatched east at 8:45 A. M. Oct. 9, and are due in New York on the morning of Monday, Oct. 13.

Postmaster Morgan announces that mails of the following dates—Auckland, Sept. 15; Melbourne, Sept. 16; Sydney, Sept. 20, and Honolulu, Oct. 3—which arrived at San Francisco per steamer Ventura, were dispatched east at 7:20 P. M. Oct. 9, and are due in New York on the morning of Tuesday, Oct. 14.

EDUCATION NOTES.

The Board of Education has not yet appointed the head of the newly created Division of Research and Reference. It is a highly desirable office, as the salary will be $6,500 a year. This is higher by $500 than the salary paid to the City Associate Superintendents and $1,500 more than is paid the District Superintendents. There are said to be a number of candidates for the office, but at present District Superintendent Albert Shiels is thought to have the best chance for appointment. Years ago he represented the British Government as Consul or Acting Consul in one of the South American republics. He is now in charge of the evening high and evening elementary schools.

The Board of Education Hall was closed yesterday on account of the Columbus holiday. City Supt. Maxwell passed most of the day hard at work in his studio at his Flushing home.

The Men Principals' Association of Manhattan and the Bronx will hold a meeting at the West End, 125th Street, between Seventh and Eighth Avenues, on the evening of Oct. 18. Among the matters of business transacted will be the election of delegates to the new Teachers' Council, which is to aid the Board of Education in school affairs.

The resignation of Mrs. Beatrice Lee Bedell as janitress of Public School 17 annex, Brooklyn, has been accepted.

The compensation of the janitor of the Bushwick High School has been fixed at $1,500 a month, subject to the approval of the Board of Estimate and the Board of Aldermen.

RESORTS

NEW YORK—Westchester County.

GEDNEY FARM HOTEL
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Finest and most perfectly equipped Suburban Hotel
NOW OPEN,
and will remain open the year round.
Special rates during Winter months.
Conducted on the American plan.
Grill Room a la Carte.
A luxurious home, with all appointments, to meet the requirements of each individual. 40 minutes from Grand Central Terminal, or by N. Y., Westchester and Boston Ry. to Gedney Way Station. Motor bus meets trains. Booklet and terms mailed on request.
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Gedney Farm Hotel, Tel. 2300 White Plains, or Murray Hill 7720.

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Lakewood, New Jersey.
NOW OPEN
A delightful location for Autumn visitors. Express train service, 90 minutes to New York, 2 hours to Philadelphia.
GOLF, TENNIS, CANOEING.
Superior roads and facilities for automobile parties.
FRANK F. SHUTE, Manager.

THE MANHATTAN
NOW OPEN, TEL. 135. CHAS. HECHT, Prop.

NEW JERSEY—Atlantic City.

HOTEL DENNIS
Facing the sea and overlooking the famous Boardwalk. Every room connected with private bath or having hot and cold running water. Capacity 600. WALTER J. BUZBY.
"ASK MR. FOSTER," Candler Building, 220 W. 42nd St.

ALAMAC HOTEL
On the Boardwalk, Tennessee Av.
Absolutely fireproof Family and Transient Hotel. American and European Plans. Hot and cold sea water baths. Capacity 400. Special Fall rates. MACK LATZ & CO.

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ATLANTIC CITY, N. J.
JOSIAH WHITE & SONS COMPANY.

HOTEL WESTMONT.
Rhode Island Ave. and beach. Always open. Private baths, elevator and every modern feature. Special; $12.50 up weekly. Frederick Klein, Jr.

THE WILTSHIRE Virginia Av. and beach. Ocean view. Greatly improved and refurnished. Cap. 350. Private baths, running water in rooms; elevator, &c. Music. Special—$12.50 up weekly; $2.50 up daily. Open all year. Booklet. Samuel H. Ellis.

THE LORANE,
St. Charles Place, 100 yards from beach; both plans; sea water baths; elevator, &c.; open all year; special American plan, $12.50 up weekly; booklet. C. E. Wagner.

MICHIGAN—Mt. Clemens
MT. CLEMENS MINERAL SPRINGS,
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PENNSYLVANIA—Canadensis.
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THE WEATHER.

WASHINGTON, Oct. 18.—Pressure is low off the North Atlantic Coast and over the Northwestern States and the Rocky Mountain region, and it is higher over the region east of the Mississippi River and off the North Pacific Coast. This distribution has resulted in cool weather generally east of the Mississippi River and warm weather over the Mississippi Valley and the Plains States and the Rocky Mountain region.

There were showers during the last twenty-four hours over the Northern Pacific States, New England, New York and the extreme upper Ohio Valley. In other parts of the country the weather remained fair.

With the exception of unsettled weather along the northern border from the Great Lakes west to Montana and over the Mississippi Valley, the weather will be fair Tuesday and Wednesday throughout the country.

Temperature will rise Tuesday in the lake region and the Ohio Valley, and Wednesday in the Atlantic States. It will fall decidedly Tuesday in the Northwest and the plateau region, and Wednesday over the Plains States and the Mississippi Valley.

Winds for Tuesday and Wednesday along the North Atlantic Coast will be moderate to brisk northwesterly; Middle Atlantic Coast, moderate northwesterly; South Atlantic Coast, light to moderate northerly.

FORECASTS FOR TO-DAY AND WEDNESDAY.

Eastern New York—Fair Tuesday. Wednesday, fair and warmer; moderate west winds, becoming variable.

New Jersey and Eastern Pennsylvania—Fair Tuesday. Wednesday, fair and warmer; light to moderate northwest winds, becoming variable.

New England—Fair Tuesday. Wednesday, fair and warmer; moderate to brisk northwest winds.

Western New York—Fair and warmer Tuesday. Wednesday, increasing cloudiness; light, variable winds, becoming moderate south.

The temperature record for the twenty-four hours ended at midnight, taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

	1912.	1913.		1912.	1913.
3 A. M.	59	51	4 P. M.	64	57
6 A. M.	56	50	6 P. M.	63	53
9 A. M.	67	52	9 P. M.	60	49
12 M.	62	52	11 P. M.	59	48

This thermometer is 414 feet above the street level. The average temperature yesterday was 53; for the corresponding date last year it was 62; average on the corresponding date for the last thirty-three years, 57.

The temperature at 8 A. M. yesterday was 62; at 8 P. M. it was 51. Maximum temperature, 68 degrees at 3:30 P. M.; minimum, 48 degrees at 6:20 A. M. Humidity 69 per cent. at 8 A. M., 46 per cent. at 8 P. M.

The barometer at 8 A. M. yesterday registered 29.96 inches; at 8 P. M. it stood at 30.09 inches.

FIRE RECORD.

A. M.	Loss.
1:20—79th St. and 3d Av.; A. Schweet..	None
3:20—111 E. 120th St.; H. Bolwiook..	Trifling
9:50—334 Cherry St.; A. Schenselevitz..	Trifling
P. M.	
12:45—818 East 100th St.; W. Rooney..	Trifling
1:55—231 East 89th St.; Bertha Rosenfield.	Trifling
2:45—47 Allen St.; not given.	$5
2:45—535 West 44th St.; Mrs. Keyes..	Trifling
4:55—594 East 189th St.; S. Goldberg..	Trifling
5:10—810 Cauldwell Av.; Dietch & Co..	Trifling
5:30—505 East 12th St.; Dominic Deval...	$5
5:55—607 East 79th St.; Dr. Leed..	Trifling
6:20—57 East 110th St.; M. Liben....	Trifling
6:20—78 Washington St.; not given..	Trifling
6:20—687-689 Broadway; Freeman Bros..	$10,000
6:45—7 King St.; Presbyterian Church..	Trifling
10:30—20 Ann St.; Mouquin Brothers....	$25
11:00—180th St. and Audubon Av.; not given.	$5
11:18—City Island Av. and Cross St.; G. E. Sly	Trifling

THE UNITED SERVICE.

Special to The New York Times.

The Army.

WASHINGTON, Oct. 13.—Capt. A. H. Huguet, Quartermaster Corps, to Boston, Mass., for temporary duty, from Oct. 20 to 25, during the absence of Lieut. Col. W. S. Wood, Quartermaster Corps.

Capt. Nelson Gapen, Medical Corps, is relieved from duty as attending surgeon, Boston, Mass., to take effect upon the arrival of Lieut. Col. H. A. Shaw, Medical Corps, and will then proceed to Fort Revere, Massachusetts, for duty.

Capt. L. C. Duncan, Medical Corps, is relieved from duty at Washington Barracks, to take effect upon arrival there of Capt. M. D. Weed, Medical Corps, and will proceed to Fort Bliss, Texas, for duty.

First Lieut. C. R. Haig, Medical Corps, from duty at Military Academy, West Point, N. Y., to take effect upon the arrival of Capt. W. C. Davis, Medical Corps, and will then proceed to Plattsburg Barracks, N. Y., for duty.

The following transfers in the Coast Artillery Corps is announced: Capt. Guy Taylor, from the 99th to the 39th Company; Capt. R. V. Den Corput, from 36th to the 163d Company; First Lieut. J. P. Keeler, from 146th to 90th Company; First Lieut. R. N. Campbell, from the 99th to the 170th Company; Second Lieut. R. T. Cunningham, from the 39th to the 89th Company; Second Lieut. S. Jones, from the 39th to the 99th Company; Second Lieut. A. Cygon, from the 153d to the 60th Company, and Second Lieut. G. I. Thatcher, from the 60th to the 62d Company.

Capt. L. E. Moody, Ordnance Department, will make not to exceed three visits during October, November, and December to Richmond, Va., on official business.

First Lieut. P. H. Ottosen, Coast Artillery Corps, on his relief from Fort Monroe, Virginia, will proceed to Manila, P. I., about Jan. 5, from San Francisco.

First Lieut. J. McV. Austin, Coast Artillery Corps, is relieved from assignment to the 26th Company, placed on unassigned list, and will proceed to Manila from San Francisco about Jan. 5 for duty.

First Lieut. J. V. Grace, Coast Artillery Corps, is relieved from attachment to the 23d Company and assigned to the 90th Company, to take effect about Jan. 15.

Capt. E. Canfield, Jr., Coast Artillery Corps, is transferred from the 71st to the 99th Company.

First Lieut. R. R. Welshimer, Coast Artillery Corps, is relieved from duty on the staff of the commanding officer, Coast Defense of Manila Bay, is assigned to the 112th Company to take effect about Jan. 15.

Major A. G. Jenkins, Coast Artillery Corps is relieved from duty on the staff of the commanding officer, South Atlantic Coast Artillery district, and will proceed to San Francisco and sail about Nov. 5 for Manila.

Capt. P. H. Buck, Coast Artillery Corps, is assigned to the 188th Company, and will proceed to Manila about Jan. 5.

Each of the following named officers of the Coast Artillery Corps is transferred as indicated, and will leave San Francisco about Jan. 5 for Manila: Capt. J. E. Munroe, from the 163d to the Ninety-fifth Company; First Lieut. E. B. Coates, from the 163d to the Twenty-third Company, and Second Lieut. J. S. Wood, from the Eighty-fifth to the Ninety-fifth Company.

Major W. J. Hawkins, Ordnance Department will make two visits to the Sandy Hook Proving Ground, N. J., prior to Jan. 1 on official business.

The retirement of Brig. Gen. W. T. Rossell, Chief of Engineers, is announced. Brig. Gen. Rossell will proceed to his home.

The following transfers in the Coast Artillery Corps are ordered to take effect about Jan. 15: Capt. J. O'Neil, from the Ninety-fifth to the Ninety-fourth Company; Capt. B. T. Weisel, from the 188th to the Thirty-sixth Company, and First Lieut. J. K. Jemison, from the Ninetieth to the 146th Company.

Capt. F. Prentice, Coast Artillery Corps, is relieved from the command of the Army mine planter, "General Henry Knox," and is assigned to the Seventy-first Company, to take effect about Jan. 15.

Chaplain H. A. Brown, Corps of Engineers, is detailed as a member of the Examining Board at Washington Barracks, Vice Chaplain W. W. Brander, Fifteenth Cavalry, relieved.

The following transfers of officers of the Coast Artillery are ordered: First Lieut. K. F. Baldwin, from the Forty-second to the 180th Company, to take effect Nov. 15. First Lieut. L. P. Horsfall, from the 130th Company to the Forty-second Company, to take effect about Nov. 15. First Lieut. Horsfall will proceed to San Francisco and sail about Dec. 5 for the Philippines.

Leaves—First Lieut. L. S. Gallup, Coast Artillery Corps, one month's extension.

The Navy.

Commander C. B. Morgan, to Naval Recruiting Station, New York.

Commander G. C. Day, detached Naval Recruiting Station, New York, to duty fitting out the New York and on board when commissioned, as executive officer.

Lieut. Commander A. W. Johnson, detached duty Naval attache, Santiago, Chile, on Dec. 31, to home and await orders.

Lieut. Commander H. C. Dinger, to the Bureau of Steam Engineering, Navy Department, Washington, D. C.

Lieut. H. A. Orr, detached the Raleigh, to home and await orders.

Lieut. W. J. Moses, to the Raleigh.

Lieut. (junior grade) A. H. Miles, detached the Castine, to the navy yard, Washington, D. C.

Lieut. (junior grade) H. W. McCormack and Lieut. (junior grade) J. H. Klein, detached aid on staff Commander in Chief Pacific Reserve Fleet, to home wait orders.

Medical Inspector E. S. Bogert, detached navy yard, New York, to Naval Medical School, Washington, D. C.

Surgeon J. R. Dykes, detached the Pittsburgh, continue treatment Mare Island Hospital.

Surgeon F. L. Pleadwell, detached the Naval Medical School, to naval dispensary, Washington, D. C.

Passed Assistant Surgeon G. B. Crow, detached duty Greenville, N. C., to treatment Naval Hospital, Washington, D. C.

Assistant Surgeon A. B. Davidson, to Naval Academy, Annapolis, Md.

Movements of Naval Vessels.

Arrived—Des Moines at Puerto Plata, Monaghan at Newport, New Hampshire at Tampico, Michigan at Vera Cruz, Eli Cano at Hankow, Glacier at San Francisco, Lebanon at Norfolk, Terry at Newport, Cincinnati at Chefoo, Saratoga at Shanghai, and Truxton at Mare Island.

Sailed—Tonopah, D—2, D—8, and E—1 from New York for Norfolk, Birmingham from Havana to Port au Prince, Nashville from Guantanamo for Samana Bay, Petrel from Guantanamo for Puerto Plata, Uncas from Charleston for Portsmouth, N. H.; Tacoma from Puerto Mexico for Vera Cruz, and Albany from Shanghai for Yokohama.

BUSINESS TROUBLES.

JOHN C. HOPKINS & CO.—A petition in bankruptcy has been filed against John C. Hopkins & Co., a corporation, manufacturer of canvas goods, yacht supplies, and sporting goods at 119 Chambers Street, by Lesser Brothers for these creditors: Henry Lavera, $1,000; Merchants' Rubber Company, $59, and Robert J. Masbach, $6. It is alleged the corporation is insolvent and made preferential payments. The business was started some years ago by S. S. Thorpe & Co., and was succeeded in 1899 by the firm of John C. Hopkins & Co. The present corporation was formed in December, 1909, with a capital stock of $50,000. In August, 1912, the corporation opened a retail store in Tampa, Fla., but gave it up in May, 1913. Judge Hand did not appoint a receiver, as he did not consider it necessary to appoint one pending efforts of the corporation to arrange a settlement with creditors. Lesser Brothers said that the trouble was due to poor collections and falling off in the volume of business; that the corporation has the good will of the creditors, and an offer of composition will shortly be made. Liabilities are $30,000 and assets from $15,000 to $20,000.

JOHN M. LINCK CONSTRUCTION COMPANY.—Schedules in bankruptcy of John M. Linck Construction Company, builder, of 1,047 Trinity Avenue, show liabilities of $963,848, of which $800,000 is secured by mortgages on real estate, and nominal assets of $681,407, consisting of real estate, $681,000; accounts, $400; cash in banks, $2, and gas deposit, $5. The real estate consists of an apartment house, 721 West 181st Street, value, $225,000, and some lots on St. Nicholas Avenue, between 137th and 140th Streets, value $456,000. The secured creditors are the Lawyers Title Insurance and Trust Company, $420,000; estate of Mary G. Pinckney, $325,000; Chelsea Realty Company, $35,000, and Augusta Dinkelspiel, $20,000. Among the unsecured creditors are the Empire City-Gerard Company, $14,564; Church E. Gates & Co., $8,757; Adam Happel, $9,750; Charles Fassbender, $9,750, and John M. Linck, $63,430.

I. B. HYMAN & CO., INC.—Schedules in bankruptcy of I. B. Hyman & Co., Inc., manufacturers of waists and dresses at 31 West Twenty-seventh Street, show liabilities of $44,021 and assets of $29,716, consisting of merchandise, $27,282; machinery and fixtures, $8,786; assigned accounts, $7,079; accounts, $1,894; insurance, $69, and cash in bank, $106. Among the creditors are the Second National Bank, $17,600; New York County National Bank, $8,800, and D. W. Hyman & Co., $5,384, secured.

OUTLET DEPARTMENT STORE, Inc.—Judge Hand has confirmed a composition of the Outlet Department Store, Inc., at Third Avenue and 107th Street, with creditors at 20 cents on the dollar, cash.

AMERICAN SILK GARMENT COMPANY.—Judge Hand has confirmed a composition of James Grand, doing business as the American Silk Garment Company at 104 Fifth Avenue, with creditors at 25 cents on the dollar, payable 5 cents in cash and 20 cents in four notes at four, eight, twelve, and sixteen months. Liabilities were $17,185.

MOORE FILTER COMPANY.—The petition in bankruptcy filed on Sept. 18 against the Moore Filter Company of 115 Broadway has been dismissed by Judge Hand on the ground that the company was solvent when the petition was filed. The issues were referred a few days ago to Seaman Miller of 2 Rector Street, as Special Master, and some testimony was taken. A report of the company's financial condition was submitted, showing liabilities $130,562 and assets $2,089,389, of which $1,900,000 are patents. The Master reports that on this statement it is apparent that the company is solvent, and he recommended a dismissal of the petition.

Discharges from Bankruptcy.

Judge Hand, in the United States District Court, yesterday granted discharges to these bankrupts:

L. & B. ALEXANDER, hair goods, 242 Madison Street; liabilities, $2,037.

WILLIAM BARNES, salesman, 2 East Forty-fourth Street; liabilities, $2,419.

SAMUEL BERCOWITZ, clerk, 78 East 118th Street; liabilities, $2,405.

formerly automobile dealer; liabilities, $2,149.

JACOB BROWN, as BROWN & CO., waists and dresses, 46 East Fourteenth Street; liabilities, $38,410.

ANTONIO CASSESSE, tobacco and cigars, 505 Broome Street; liabilities, $6,798.

ISIDOR HOROWITZ, housefurnishing goods, 32 Ludlow Street; liabilities, $2,057.

MAX LATHROP, wash suits, 534 Broadway; liabilities, $18,680.

JACOB LEVIN, real estate broker, 345 Beekman Avenue; liabilities, $2,897.

HENRY B. MASSEY, 170 Third Avenue, formerly pawnbrokers' sales store; liabilities, $2,060.

CALLIB E. MORRIS, druggist, 209 West Thirty-fourth Street; liabilities, $2,664.

MORANZ & SLANGER, tailors, 18 West Thirty-first Street; liabilities, $2,461.

PREYERS & COURSEN, liquors, 251 Canal Street; liabilities, $6,018.

H. T. PRICHARD & CO., cloaks and suits, 45 West Twenty-seventh Street; liabilities, $41,816.

HERMAN REISMAN, bartender, 881 East Eighty-fourth Street; liabilities, $2,951.

MOSES ROSENFELD, men's furnishing goods, 1,896 Third Avenue; liabilities, $1,561.

JULIUS SIEGEL, aprons, 154 West Twenty-ninth Street; liabilities, $7,824.

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IN THE BUSINESS WORLD

Outlook for Underwear Season.

The opening of knit underwear lines for the coming season is a topic of interesting discussion among the New York selling agents, and many varying ideas are being advanced regarding the possibilities and the proper course of procedure. Although the uncertainties of the future are all too apparent, according to The Textile Manufacturers' Journal, yet there is seemingly little doubt that representative lines will be on the market by the end of this month or the first of November. Some preparations for the coming selling period have been made, although knitters have not yet determined whether they will be obliged to ask advances on their products. It seems at present that advances on cotton underwear will be necessary, as knitters have been paying top prices for future goods in the yarn market. Also, few expected any such advance as has occurred in yarn, and are consequently not supplied with cheap goods. Competition on the finer grades of cotton underwear, under the new tariff, may be somewhat difficult to meet, but the great bulk of cotton merchandise will, it is believed, be unaffected by the new rates.

***

Germany Now Buying Our Pears.

The first shipment of Bartlett pears from the Northwestern Fruit Exchange, Portland, Ore., has reached Germany, and although it arrived in a slightly overripe condition, it brought higher net prices to the forwarders than could have been obtained in their home markets, according to a Portland dispatch. A Director of the concern making the shipment is quoted as saying: "It may seem strange that Bartlett pears have never before been introduced into German markets, but the bulk of the fruit trade of Germany is controlled by a few brokers in Hamburg, who have been rather conservative about making experiments that might lose for them the shipments of apples which are grown by practically the same parties who are asking them to buy their pears. I believe that we have found an outlet for the Oregon and Washington fruit producers that will net many thousands of dollars annually." Anticipating the success of the movement, the same concern has sent a carload of various kinds of pears to Germany. This shipment is now on the ocean, having left New York last Thursday.

***

An Educational Sales Method.

The manufacturers of an office equipment specialty, seeking a sales outlet for their product, discovered that they would have to conduct an educational campaign among prospective consumers before actual selling could be started. The heads of various business colleges were first appointed as local sales representatives. They not only looked after the introduction of the article, but also gave necessary instruction to their stenographic pupils. An officer of the concern said that this plan was adopted because a working knowledge of the device among stenographers was necessary before it could be sold to business men. The plan, he said, was less expensive than working on both the business schools and the commercial concerns, as was done by the typewriter manufacturers, because it interested the school heads both as educators and business men and provided both operators and sales at the same time.

***

"Gift Day" Brings Business.

A storekeeper in a Western city has adopted a plan which is said to draw trade from remote parts of the town as well as stimulate interest among his regular customers. Once a week he distributes handbills which are numbered consecutively. On Saturdays he numbers various articles shown on his shelves, and these are given to the people presenting handbills showing the corresponding numbers. Although the plan is somewhat expensive, the dealer says that few people are willing to accept a present and leave the store without making at least one purchase, and that the publicity gained by the "gift days" more than offsets the cost of the free goods.

***

Interest Machine and Calendar.

An interest calculating machine has been placed upon the market which is so constructed that by a turn of a wheel time, interest, discount, and the number of days between two dates can be determined instantly. The machine also reckons dates of maturity and tells whether such dates fall on a Saturday, Sunday, or holiday. Time and interest are calculated by one operation. The machine is said to figure the actual number of days in any interest transaction, based on 365 days to the year. It is also said to be adaptable to computing interest in either foreign or American currency.

***

Importers of dried beet pulp are being notified by Frederick A. Higgins, Appraiser of the Port, that under the terms of the new tariff law duty on this product will be increased 5 per cent. over the rates prevailing under the former act, under the interpretation given the Underwood-Simmons law by the local Customs authorities. The pulp is a by-product of the beet sugar factories, consisting of sliced sugar beets after the sugar is removed, and is submitted to an elaborate process of kiln drying. It is used principally as a food for cattle. Under the act of 1909, it was admitted at 10 per cent. ad valorem under paragraph 480, as a non-enumerated unmanufactured article, while under the Appraiser's intrepretation of the new law it will be assessed 15 per cent. ad valorem under paragraph 385, as a non-enumerated manufactured article.

THE CIVIL SERVICE.

City.

The Municipal Civil Service Commission has made public the following eligible list for Architectural Draughtsman:

Grade C.—Jacob Lustig, 87.40; William Sunderland, Jr., 86.60; Emil Blaum, 85.80; Joseph H. F. Branson, 83.60; Walter J. Quest, 80.20; David Holdern, 78.60; Irving J. Feinberg, 78.20; Lester N. Senger, 77.60; Percy E. Macdonald, 77.40; Solomon J. Harris, 77.40; Frederick W. Bodamer, 77; Harold A. Kirvin, 76.80; Philip A. Maguire, 76, and Abram Wasserman, 74.60.

Grade D.—Edward J. Dollzer, 92.40; Nivard A. Hrbersack, 90.40; Edward W. Thode, 81.80; Allen C. Browne, (No. 2,) 79.20; Albert F. Meisner, (No. 2,) 79.20; Chester W. Allen, 77.60; Christian W. Schusing, 75, and Abraham S. Simberg, 73.40.

United States.

The United States Civil Service Commission announces an open competitive examination at the New York Custom House on Feb. 7, to fill vacancies in first grade, or clerical, places in the Customs Service; in the places of Deputy Collector, clerk, storekeeper, gauger, and storekeeper gauger in the Internal Revenue Service; in the place of office Deputy Marshal, and in other places that require similar qualifications, as they may occur in the United States classified service in this city or its vicinity. Competitors will be examined in spelling, arithmetic, penmanship, report writing, copying and correcting manuscript, and geography and civil government of the United States. Age, 18 years or over on the date of the examination; but no person under 21 years of age on the date of the examination will be eligible for appointment to Deputy Collector, storekeeper, gauger, or storekeeper gauger in the Internal Revenue Service; and no person under 21 or more than 45 years of age on the date of the examination will be eligible for appointment to day Inspector or Assistant Weigher in the Customs Service, or to any place in that service whose duties are partly those of inspector.

Further information may be obtained from the United States Civil Service Commission, Washington, D. C.

FLOWERS AND FEATHERS.
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Paris, 4 Cite Paradis. Dresden, 18 Burgerwiese.

SALESMAN, 15 years' experience selling cloaks suits, Middle West, open to negotiate with representative house. R. R., 110 Times.

SPORT COATS, SUITS, AND COATS AT LOW PRICES FOR IMMEDIATE DELIVERY. J. POLLACK, 36 WEST 25TH ST.

CONTRACTORS.
We are now looking at Spring line washable dresses. Three-Star Waist Company, 29-31 East 22d St.

RAINCOATS AND RAINCAPES.
Jobbers and buyers. Jobs always on hand. Schwartz Bros., 3 East 17th St., City.

LOFT.—20x60; suitable light mfg. Rent reasonable. 138 W. 22d St.

SALESMAN—A LIVE SALESMAN WHO HAS FOLLOWING AMONG THE BIGGER TRADE OUTSIDE OF NEW YORK CITY CAN AFFILIATE HIMSELF WITH A BOYS' AND CHILDREN'S CLOTHING HOUSE. WRITE FOR INTERVIEW. X 258 TIMES.

ARRIVAL OF BUYERS

Arriving buyers may register in this column by telephoning 1000 Bryant.

Potlitzer Brothers, St. Joseph, Mo.; G. Potlitzer, cloaks, suits, waists, dresses; 15 E. 26th.

Fasnion Store, Norfolk, Va.; T. A. Rubin, cloaks, suits, waists, dresses; Wallick.

Klein, S., Chicago, Ill.; Miss Goldberg, cloaks, suits, waists; 215 4th Av.

Frank Dry Goods Co., Fort Wayne, Ind.; D. B. Long, coats, suits, waists, children's wear; Breslin.

Fair, The, Chicago, Ill.; A. Guthman, ladies', misses', children's cloaks, suits, furs, dresses; C. W. Knoepfel, sporting goods, sweaters, auto supplies; 225 4th Av.

Kline Coat Co., St. Louis, Mo.; J. F. Salky, jobs, coats; 7 E. 20th.

Baltimore Bargain House, Baltimore, Md.; J. Postley, hardware, housefurnishing goods; 72 Leonard.

Gimbel Brothers, Philadelphia, Penn.; Miss Aultschuler, ladies' garments, (basement;) G. R. Dunn, art needlework; Mrs. L. B. Yalter, jewelry; Miss L. Avery, ribbons; Miss Barnes, muslin underwear; E. Bohn, leather goods; C. M. R. Whitely, linings; Miss A. Guggenheim, umbrellas; Miss B. E. Ramsey, infants' wear; Miss R. Saltz, laces; J. Scammell, books; Broadway and 32d.

Gimbel Bros., Milwaukee, Wis.; Mrs. M. R. Collins, muslin underwear, corsets; Broadway and 32d.

Broadway Department Store, Los Angeles, Cal.; A. Stahl, millinery; H. C. Henshey, ladies', infants' wear, corsets; 95 Madison Av.

Fowler, Dick & Walker, Wilkesbarre, Penn.; W. McWilliam, cloaks, suits; 104 5th Av.

Frank & Seder, Pittsburgh, Penn.; L. Peiser, jobs, silk petticoats, flannelette gowns, petticoats, house dresses; Miss Jacobs, broadcloth coats; 221 4th Av.

Bailey Company, Cleveland, Ohio; A. Ahrens, children's coats; Miss M. Cohen, underwear; 71 W. 22d.

Berg Bros., Philadelphia, Penn.; Miss Parness, coats, suits; 71 W. 23d.

Nachman & Meertlef, Montgomery, Ala.; E. A. Upham, laces, notions, gloves, neckwear, toilet, leather goods, umbrellas; 71 W. 23d.

Stearns, R. H., & Co., Boston, Mass.; C. W. Conklin, cloaks, suits; W. Finlayson, laces, gloves, hosiery, knit underwear; 45 B. 17th.

Field, Schlick & Co., St. Paul, Minn.; A. Sudor, linens, white goods; 45 E. 17th.

"Hillman's," Chicago, Ill.; B. Hillman, mdse. mgr.; Miss E. Thal, ladies' skirts, misses' and children's cloaks, suits; F. Karel, jewelry, leather goods; P. W. Kelday, domestics, linens, white goods, flannels; 116 W. 32d.

Jones, Munker, Co., Steubenville, Ohio; Mr. Lowengood, ready to wear; 116 W. 32d.

Meihle, J., & Son, Pottsville, Penn.; F. Eberley, house furn. goods, toys, china, glass; 31 Union Sq.

Hens & Kelly Co., Buffalo, N. Y.; W. F. Hens, notions, toys, toilet, leather goods; 81 Union Sq.

May Co., Cleveland, Ohio; M. M. Weill, notions, jewelry, toilet goods; H. M. Marose, silks; 4 Washington Place.

Nugent, B. & Bro., D. G. Co., St. Louis, Mo.; E. D. Bartholomew, house furn. goods; Miss A. Fox, infants' wear; J. W. Pope, wash goods, linings; W. P. Boston, silks; A. H. Mattingly, dress goods; 31 Union Sq.

Famous & Barr Co., St. Louis, Mo.; W. H. Wingfield, dress goods, silks, linings; H. M. Blankenstein, jewelry; 4 Washington Place.

Woodward & Lothrop, Washington, D. C.; Mrs. F. Evans, muslin underwear, infants' wear, corsets; S. J. Watts, housefurnishing goods, china; 334 4th Av.

Hamburger, A., & Sons, Los Angeles, Cal.; L. D. Wallenstein, men's clothing, furnishing goods; F. C. Adams, hosiery, knit underwear, parasols, umbrellas; C. E. Adams, ribbons, laces, handkerchiefs, fancy goods; 215 4th Av.

Emery-Bird-Thayer Dry Goods Co., Kansas City, Mo.; Mrs. White, ladies' underwear; 25 Madison Av.

Edwards, E. W., & Son, Rochester, N. Y.; Miss G. Goodman, leather goods; Miss M. Clare, waists; 200 5th Av.

Edwards, E. W., & Son, Syracuse, N. Y.; Miss K. Farrell, waists; Miss P. Gulstadt, notions, stationery, leather goods; 200 5th Av.

Filene's, W., Sons, Co., Boston, Mass.; Mr. Tobey, shoes; Miss Horan, petticoats; H. H. Ellis, hosiery; F. M. Spear, misses' suits, dresses; L. L. Rivers, assistant merchandise manager; W. J. Miller, boys' clothing, (basement buyers;) C. C. Cooper, misses' ladies' coats, suits; H. Levy, ladies' waists; A. C. Smith, children's dresses, coats, petticoats, corsets; B. Tully, ladies' dresses, costumes; Mr. Schroder, muslin underwear, kimonos, dressing sacques; Mr. Silberman, skirts; 116 West 32d.

Doyle, Kidd & Co., Little Rock, Ark.; W. N. Doyle, hosiery, gloves, ribbons, notions; 75 Leonard.

Bell-McDonnell Co., Little Rock, Ark.; H. Bland, notions; 72 Leonard.

Field, Marshall & Co., Chicago, Ill.; H. T. Grund, notions, toilet goods; A. R. Palmer, carpets, rugs; A. C. Gibson, notions, toilet goods, toys; 104 Worth.

Farwell, J. V., Co., Chicago, Ill.; F. O. Streich, silks, velvets; D. S. Betts, ribbons; 72 Leonard.

Smith-McCord-Townsend Dry Goods Co., Kansas City, Mo.; A. B. Hestwood, domestics, flannels, blankets; M. Miller, notions, fancy goods; 72 Leonard.

Carlton-Ferguson Co., St. Louis, Mo.; G. W. Adams, prints, percales, ginghams; G. E. Sweitzer, manufacturing department shirts; 388 Broadway.

Adam, J. N., & Co., Buffalo, N. Y.; E. W. Koch, groceries; 214 Church.

Hengerer, William, Co., Buffalo, N. Y.; W. Mutter, domestics, wash goods, blankets; 214 Church; Prince George.

Bacon, J., & Sons, Louisville, Ky.; G. Elder, dress goods, silks; 214 Church.

Emporium, San Francisco, Cal.; W. Birkett, dress goods; 320 Church.

Rice-Stix D. G. Co., St. Louis, Mo.; E. R. Gans, ready-to-wear, (Fall, Winter;) 877 Broadway.

"Emporium," San Francisco, Cal.; C. Martin, stationery; 60 W. 33d.

White, R. H., Co., Boston, Mass.; A. H. Shannon, dress goods, silks; 60 W. 33d.

Horne, J., Co., Pittsburgh, Penn.; J. B. Shay, general mdse.; Mr. Carnahan, dress goods; 320 Church.

McKelvey, G. M., & Co., Youngstown, Ohio; Miss Campbell, stationery; E. G. Miller, dress goods; 320 Church.

Sheehan, Dean & Co., Elmira, N. Y.; M. Strauss, dress goods; 320 Church.

England Bros., Pittsfield, Mass.; A. L. Morse, dress goods; P. England, dress goods; 320 Church.

Ayres, L. S., & Co., Indianapolis, Ind.; J. C. Weinman, dress goods; 320 Church.

Cohen Co., Richmond, Va.; L. B. Hyslup, dress goods; 320 Church.

Fox, G., & Co., Hartford, Conn.; W. H. Smilley, dress goods; Church.

Malley, Ed., Co., New Haven, Conn.; W. P. Lincoln, dress goods; 320 Church.

Reins & Meiss, Cincinnati, Ohio; I. Reins, notions, laces; 636 Broadway.

Mesrange-Houston Co., Boston, Mass.; Miss K. Goodwin, millinery; Miss Knight, fancy goods; Miss Conway, cloaks; Miss Donohue, notions, jewels; Great Northern.

Kline Cloak and Suit Co., Kansas City, Mo.; Miss M. Brown, corsets, hosiery, muslin underwear; Great Northern.

Carson, Pirie, Scott & Co., Chicago, Ill.; W. Cooper, hosiery, knit underwear; 116 Worth.

O'Neil, M., & Co., Akron, Ohio; W. T. Tobin, cloaks, suits; 4 Washington Place.

Good, L. S., & Co., Wheeling, West Va.; L. S. Good, cloaks, suits; 600 Broadway.

Block, Wm. H., Co., Indianapolis, Ind.; M. S. Block, cloaks, suits, waists; 1,261 B'way.

Hasemeier, H. C., Co., Richmond, Ind.; J. F. Hasemeier, white goods, cloaks, suits; Flanders.

Hunter, H., Grand Rapids, Mich.; domestics; Longacre.

Mausbach Brothers, Toledo, Ohio; C. L. Fine, clothing; 114 5th Av.

Brown, Thompson & Co., Hartford, Conn.; H. B. Strong, upholstery goods; 2 Walker.

Baltimore Bargain House, Baltimore, Md.; S. Trautman, millinery; 72 Leonard.

Fraley, J., & Co., St. Louis, Mo.; J. Fraley, dry goods; Longacre.

Turner, W. H., & Co., Kokomo, Ind.; H. H. Grottendink, ladies' garments; Flanders.

Wolf, L., & Co., Philadelphia, Penn.; H. C. Wolf, millinery; St. Denis.

Scruggs, Vandervoort & Barney D. G. Co., St. Louis, Mo.; Miss F. M. Brice, dresses; 214 Church.

Loveman, D. B., Co., Chattanooga, Tenn.; J. A. McLeod, notions, ribbons, handkerchiefs; 148 W. 23d.

Bois Bros., Niagara Falls, N. Y.; F. S. Beir, furn. goods; 52 White.

Hochschild, Kohn & Co., Baltimore, Md.; H. Spersel, muslin underwear; Miss T. Cohen, ladies' wear; 220 5th Av.

Fowler, Dick & Walker, Wilkesbarre, Penn.; A. Morton, dry goods; 104 5th Av.

Bradshaw Bros., Minneapolis, Minn.; S. B. Bradshaw, hats; 621 Broadway.

Wyman, Partridge & Co., Minneapolis, Minn.; W. Dalgarno, linens; 49 Leonard; Hoffman House.

Steiger, Albert, Co., Springfield, Mass.; R. Steiger, cloaks, suits; 116 West 32d.

Boston Store, Chicago, Ill.; Miss M. Kelly, muslin underwear, infants' wear; 114 5th Av.; Wellington.

Dives, Pomeroy & Stewart, Pottsville, Penn.; G. Arbogast, notions, laces; 2 Walker; Herald Square.

Brody, F., & Sons, Des Moines, Iowa; H. Brody, F., hosiery, notions, underwear; Claridge.

Kline Co., Kansas City, Mo.; Miss K. Clancy, cloaks; 7 W. 22d.

Shartenberg & Robinson, Pawtucket, R. I.; J. Shartenberg, dry goods; 75 Spring.

Rice, Stix D. G. Co., St. Louis, Mo.; G. C. Baker, remnant jobs; 377 Broadway.

Denholm & McKay Co., Worcester, Mass.; A. L. Cobb, upholstery goods; Miss J. Granger, fancy goods; P. J. Craddock, silks; 2 Walker.

Lyons, S., Vincennes, Ind.; dry goods; Wallick.

Denver Dry Goods Co., Denver, Col.; J. R. Smith, ladies' hosiery, knit underwear, furnishing goods; 30 East 20th; Navarre.

Eisenberg, A., Baltimore, Md.; A. Birkenwald, clothing; York.

Bernheimer Brothers, Baltimore, Md.; L. L. Seligman, shoes; York.

Snook, George M. Co., Wheeling, West Va.; H. D. Hervey, cloaks, suits, waists; Grand.

Onondaga Children's Dress Co., Syracuse, N. Y.; S. Herzog, children's dresses; Grand.

Bernheimer Bros. & Co., Kansas City, Mo.; L. J. Schiff, ladies' coats; 7 West 22d.

Lipman, Wolfe & Co., Portland, Ore.; L. N. Levinson, cloaks, suits, furs; 100 5th Av.

Fair, The, Chicago, Ill.; L. H. Webb, domestics, dress goods, silks; 225 4th Av.

Goldenberg, M., Washington, D. C.; Miss K. E. Miller, corsets, ladies', infants' wear; 15 W. 20th.

Gladding, B. H., D. G. Co., Providence, R. I.; H. E. Mason, carpets, rugs; 200 5th Av.

Lion D. G. Co., Toledo, Ohio; O. A. Baker, cloaks, suits; 214 Church.

Bunce, J. H., Co., Middletown, Conn.; Miss A. E. Long, laces, neckwear, buttons; 75 Spring.

Carson, Pirie, Scott & Co., Chicago, Ill.; Miss M. Bloch, vellings, ladies' neckwear; 115 Worth.

Barney, H. S., Co., Schenectady, N. Y.; H. Gilbert, rugs; 75 Spring.

McWhirr, R. A., Co., Fall River, Mass.; J. Conn, cloaks, suits; 75 Spring.

Shepard Co., Providence, R. I.; J. A. Diefenderfer, clothing; 220 5th Av.

Burnham, Stoepel & Co., Detroit, Mich.; J. Beucler, notions, white goods; 43 Leonard; Victoria.

Mack & Co., Ann Arbor, Mich.; C. J. Hutzel, cloaks, suits; Latham.

Famous & Barr Co., St. Louis, Mo.; M. W. Sellers, draperies; 4 Washington Place; Latham.

Kaufmann's Department Store, Pittsburgh, Penn.; A. C. Moffatt, trunks; 200 5th Av.

Dives, Pimeroy & Stewart, Reading, Penn.; H. Eisenberg, notions, leather goods; 2 Walker.

Kennedy-McLeod-McArthur Co., St. Paul, Minn.; E. C. Ferguson, linens; Hoffman House.

Powers Mercantile Co., Minneapolis, Minn.; W. C.

Fact No. 36

(About Investments)

It is often assumed that a security which returns a high yield carries with it a proportionate amount of risk. This is not always so. Some securities are selling at low price because they were not thoroughly distributed, or for reasons which similarly do not affect the real value of security. Stocks and bonds in this position are desirable, and discriminating investors look for them. Correspondence is invited.

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BOURSES OF EUROPE

Tone in London Rather Dull—Prices Easy in Paris and Weak in Berlin

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, Tuesday, Oct. 14.—The Times says in its City article to-day:

"The rate for day-to-day money remained easy yesterday, but terms for short fixtures were very firm.

"Discount quotations were higher except for six months' paper, which was unaltered. Bills were not plentiful at the current quotations, but were offered at a shade less.

"It is uncertain whether the Bank of England will receive any of this week's South African gold.

"All departments of the Stock Exchange were inactive yesterday. Changes of prices were of small extent as a rule. The American market was almost neglected.

"The reports from Mexico weakened the prices of Mexican issues.

"Brazilian Railway stock was still under the favorable influence of the recent placing of the company's bonds in Paris.

"On the whole the tone was rather dull, but this was due largely to the absence of business."

PARIS, Oct. 13.—Prices were easy on the Bourse to-day.

Three per cent. rentes 87 francs 62½ centimes for the account.

BERLIN, Oct. 13.—Prices were weak on the Boerse to-day.

LONDON CLOSING QUOTATIONS.

	London.	N. Y. Equiv.	N. Y. Close.	Net Ch'ge.
Consols, money.	72½	..	..	+1-16
Consols, account.	72¾	..	..	+1-16
Amalgamated...	72¾	70¼	70⅞	— ⅝
Atchison	96	93¼	93½	— ¾
Balt. & Ohio...	96½	93¾	94	— ½
Canadian Pac..	236½	229½	229	— ½
Ches. & Ohio...	58	56⅜	56¼	+ ⅛
Chi. Gt. West..	13	12⅝	12	— ⅝
St. Paul	104¾	100⅝	102	— ¼
Denver	18¾	18⅛	18¼	— ⅛
Erie	27⅞	27¼	27¼	— ⅛
Erie 1st pf....	44	42¾	42½	— ¼
Illinois Central.	111½	108⅜	108⅝	+ ¼
Louis. & Nash..	136½	132¾	132½	+ ¼
Kan. & Texas..	20⅞	19¾	19½	— ¼
N. Y. Central..	98	95¼	94⅞	— ⅛
Norf. & West...	106¼	103⅜	103½	— ⅛
Ontario & West.	28¾	27⅞	28	+ ⅛
Pennsylvania ...	57	110⅝	111¼	+ ⅝
Reading	82½	160¼	160⅝	— ⅝
Southern Ry....	23	21⅝	22	— ⅛
Southern Pac...	90¼	87⅝	88½	— ⅛
Union Pacific..	155⅝	150⅝	150⅝	— ⅜
U. S. Steel.....	56⅝	55¼	54⅜	+ ½
Wabash	4	3⅞	3⅜	— ⅛

TWO-DAY TALK ON FINANCE.

Currency Bill Authors Will Discuss It at Earl Hall Meetings.

The much-discussed Owen-Glass Currency bill, which has passed the House of Representatives and is now pending in the Senate, will be the subject of analysis by the Academy of Political Science at a series of meetings, which will last two days, starting this noon. More than 100 delegates from the South and Middle West, appointed by the Governors of their respective States, will be in attendance. To-day's meetings will be held at the Chamber of Commerce and to-morrow's session at Earl Hall, Columbia University.

Samuel M. Lindsay, President of the academy, will preside at the first session, at which the Federal Reserve act will be taken up. Robert L. Owen, Chairman of the Senate Committee on Banking; Carter Glass, Chairman of the corresponding committee in the House of Representatives, and Robert J. Bulkley, a member of the same committee, will explain the pending measure.

After luncheon the "Centralization of Banking and Mobilization of Reserves" will be discussed at an afternoon session presided over by Albert Shaw of the Review of Reviews. Addresses will be made by H. Parker Willis of The Journal of Commerce, A. Barton Hepburn, O. M. W. Sprague of Harvard University, Arthur Reynolds, President of the First National Bank of Des Moines, and Alexander D. Noyes of The Evening Post.

At the Wednesday morning session "The Elasticity of Credit" will be discussed by Frank A. Vanderlip, President of the National City Bank; Joseph French Johnson of New York University, W. W. Kemmerer and Edward L. Howe of Princeton, Irving T. Bush of New York, and A. Platt Andrew of Gloucester.

In the afternoon "Foreign and Domestic Exchange Functions of the Regional Banks" will be discussed by W. M. Van Deusen of the National Newark Banking Company, Fred I. Kent of the Bankers' Trust Company, Joseph T. Talbert and John E. Gardin of the National City Bank, and J. A. Neilson of Brown Brothers, New York.

The general subject of "Banking Reform in the United States" will be the subject of an address by Nelson W. Aldrich at a banquet at the Hotel Astor on Wednesday night. John H. Finley, President of the College of the City of New York, will preside, and the academy will have as guests of honor the Chairmen and members of the two Congressional Committees on Banking.

THE TREASURY STATEMENT.

Special to The New York Times.

WASHINGTON, Oct. 13.—The Treasury statement, issued to-day, gives receipts and expenditures for the present month and fiscal year as follows:

	Month.	Fiscal Year.
Customs	$14,588,955	$90,092,256
Int. revenue, ordinary.	11,846,206	89,378,787
Corporation tax	33,727	2,269,093
Miscellaneous	1,245,609	13,886,678
Total receipts	27,724,518	205,429,016
Expenditures	23,398,120	211,646,047
Surplus	4,126,377	.....
Deficit	.....	6,216,431

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PARIS, 41 Boulevard Haussmann
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All the facilities of a New York City Bank
Interest on Deposits
No exchange in New York City for checks drawn on this Company
Special terms for collecting out-of-town checks.
JOHN W. HARDENBERGH, President.
ROB'T S. ROSS, Vice-President. JAY S. PERKINS, Assistant Treasurer.
WM. J. FIELD, Secretary and Treasurer. J. RICHARD TENNANT, Assistant Secretary.

ESTABLISHED 1888
Franklin Trust Company
BOROUGH OF BROOKLYN, CITY OF NEW YORK
Member New York Clearing House Association
Main Office, - 166 MONTAGUE STREET
Fulton Street Office, - - 569 FULTON STREET
This Company manages estates as Executor or Administrator, and acts as Trustee, Guardian, Committee and Agent. Also acts as Trustee of corporate mortgages, registers bonds and stocks, pays coupons and transacts any other approved business of a fiduciary character.
Deposits received subject to check, payable in funds current at the New York Clearing House. Interest allowed on balances of $1,000 or more from date of deposit to date of withdrawal. Certificates of deposit issued payable on demand or at a fixed date. Accounts and trust business invited.

PENNSYLVANIA COMPANY 3½% GOLD LOAN OF 1901, MATURING NOVEMBER 1, 1916

Notice of Certificates Drawn for Payment November 1st, 1913

Notice is hereby given that, pursuant to the terms of the agreement dated November 1, 1901, between the Pennsylvania Company, The Pennsylvania Railroad Company and Girard Trust Company, Trustee, one thousand three hundred and thirty-four certificates were this day drawn for redemption on November 1, 1913, at par, in accordance with article four of said agreement.

The certificates drawn, numbered as below, should be presented for payment at the office of Girard Trust Company, Trustee, Broad and Chestnut Streets, Philadelphia, Pa., on or after November 1, 1913, with all unmatured coupons attached. Interest will cease on the said certificates November 1, 1913.

76	2,123	3,848	5,981	7,970	9,773	11,811	13,717	15,806	17,850
101	2,128	3,866	6,010	8,025	9,775	11,816	13,722	15,807	17,872
122	2,142	3,900	6,015	8,060	9,777	11,817	13,734	15,822	17,877
127	2,143	3,920	6,020	8,073	9,780	11,819	13,750	15,849	17,905
144	2,144	3,964	6,026	8,089	9,785	11,855	13,753	15,854	17,923
146	2,145	3,970	6,039	8,108	9,788	11,954	13,765	15,858	17,927
147	2,156	3,976	6,057	8,107	9,804	11,971	13,807	15,887	17,941
153	2,172	3,981	6,083	8,126	9,824	11,973	13,815	15,895	17,952
163	2,185	4,002	6,095	8,143	9,837	11,982	13,817	15,927	17,986
164	2,186	4,003	6,099	8,145	9,875	11,992	13,851	15,933	17,994
170	2,187	4,037	6,170	8,146	9,907	11,996	13,900	15,941	18,007
178	2,192	4,056	6,232	8,177	9,914	12,018	13,910	15,978	18,013
192	2,199	4,072	6,233	8,200	9,921	12,020	13,915	16,001	18,014
202	2,202	4,074	6,241	8,234	9,923	12,029	13,936	16,008	18,106
212	2,220	4,078	6,251	8,235	9,939	12,034	13,976	16,071	18,107
221	2,224	4,079	6,254	8,236	9,945	12,040	14,041	16,106	18,135
228	2,230	4,109	6,255	8,239	9,948	12,055	14,054	16,124	18,136
232	2,245	4,152	6,290	8,253	9,962	12,087	14,060	16,127	18,148
235	2,251	4,156	6,307	8,290	9,967	12,091	14,070	16,133	18,204
258	2,262	4,173	6,348	8,296	9,974	12,101	14,080	16,189	18,208
266	2,278	4,209	6,351	8,308	9,995	12,104	14,094	16,190	18,210
271	2,304	4,225	6,354	8,312	10,012	13,116	14,131	16,194	18,211
320	2,318	4,229	6,361	8,316	10,022	12,141	14,156	16,195	18,219
344	2,335	4,238	6,388	8,342	10,063	12,168	14,155	16,229	18,224
377	2,354	4,246	6,390	8,348	10,075	12,209	14,158	16,231	18,245
390	2,390	4,255	6,393	8,385	10,081	12,225	14,161	16,255	18,352
433	2,405	4,273	6,404	8,409	10,083	12,227	14,178	16,297	18,340
479	2,407	4,290	6,427	8,417	10,096	12,248	14,181	16,308	18,358
480	2,410	4,809	6,433	8,422	10,120	12,253	14,183	16,342	18,383
482	2,420	4,313	6,451	8,438	10,122	12,256	14,192	16,348	18,389
490	2,423	4,334	6,462	8,467	10,143	12,271	14,204	16,358	18,405
494	2,424	4,337	6,465	8,482	10,155	12,281	14,208	16,368	18,416
532	2,425	4,343	6,482	8,500	10,209	12,285	14,228	16,374	18,420
536	2,438	4,429	6,490	8,514	10,228	12,299	14,233	16,417	18,427
547	2,439	4,432	6,511	8,568	10,260	12,314	14,243	16,431	18,435
549	2,448	4,469	6,521	8,586	10,312	12,317	14,247	16,481	18,479
553	2,464	4,474	6,523	8,589	10,360	12,364	14,251	16,506	18,480
563	2,476	4,493	6,544	8,599	10,384	12,401	14,254	16,507	18,504
574	2,479	4,495	6,549	8,604	10,395	12,407	14,276	16,515	18,515
575	2,499	4,505	6,565	8,606	10,408	12,408	14,292	16,522	18,516
581	2,523	4,511	6,570	8,620	10,413	12,410	14,347	16,529	18,518
590	2,525	4,522	6,579	8,663	10,432	12,411	14,367	16,536	18,529
594	2,539	4,587	6,589	8,664	10,444	12,438	14,370	16,541	18,535
599	2,571	4,645	6,616	8,665	10,467	12,447	14,400	16,553	18,541
618	2,579	4,651	6,648	8,683	10,475	12,461	14,412	16,560	18,542
620	2,584	4,652	6,649	8,695	10,481	12,472	14,432	16,563	18,548
626	2,629	4,657	6,654	8,702	10,517	12,474	14,471	16,564	18,553
634	2,639	4,674	6,657	8,706	10,528	12,506	14,476	16,606	18,566
676	2,643	4,676	6,669	8,724	10,539	12,507	14,493	16,632	18,567
678	2,646	4,683	6,672	8,777	10,555	12,511	14,510	16,635	18,617
684	2,666	4,694	6,685	8,785	10,580	12,529	14,546	16,637	18,664
700	2,672	4,715	6,695	8,792	10,587	12,531	14,555	16,651	18,682
762	2,680	4,717	6,701	8,828	10,605	12,545	14,584	16,655	18,691
768	2,681	4,750	6,718	8,829	10,612	12,550	14,597	16,669	18,727
798	2,689	4,751	6,721	8,831	10,688	12,566	14,668	16,679	18,759
813	2,691	4,759	6,726	8,842	10,675	12,567	14,694	16,690	18,806
835	2,701	4,800	6,744	8,846	10,689	12,571	14,714	16,701	18,823
842	2,711	4,802	6,779	8,865	10,712	12,572	14,719	16,702	18,832
858	2,717	4,828	6,782	8,887	10,737	12,573	14,727	16,716	18,833
865	2,723	4,840	6,796	8,892	10,789	12,618	14,737	16,728	18,844
875	2,754	4,857	6,822	8,908	10,802	12,619	14,739	16,754	18,845
883	2,772	4,888	6,828	8,909	10,833	12,620	14,747	16,762	18,888
991	2,786	4,902	6,833	8,915	10,883	12,683	14,754	16,784	18,878
1,001	2,787	4,915	6,852	8,920	10,887	12,664	14,791	16,822	18,903
1,010	2,789	4,927	6,854	8,971	10,890	12,684	14,799	16,832	18,922
1,012	2,789	4,971	6,855	8,984	10,908	12,688	14,816	16,849	18,950
1,044	2,804	4,977	6,858	9,005	10,925	12,701	14,823	16,876	18,961
1,072	2,861	4,985	6,866	9,008	10,932	12,710	14,825	16,877	18,973
1,077	2,864	4,994	6,882	9,013	10,936	12,718	14,840	16,909	18,989
1,101	2,892	4,996	6,900	9,034	10,946	12,765	14,861	16,912	19,007
1,126	2,899	5,019	6,912	9,035	10,950	12,779	14,866	16,953	19,023
1,169	2,902	5,033	6,947	9,051	10,967	12,791	14,877	16,964	19,049
1,171	2,915	5,038	6,952	9,067	10,979	12,814	14,888	16,990	19,054
1,180	2,924	5,039	6,960	9,081	10,980	12,832	14,902	17,007	19,075
1,182	2,926	5,044	6,963	9,113	10,986	12,853	14,917	17,009	19,080
1,189	2,927	5,059	6,971	9,120	10,998	12,859	14,921	17,027	19,101
1,293	2,956	5,069	7,029	9,127	11,005	12,915	14,924	17,034	19,130
1,802	2,968	5,078	7,034	9,131	11,017	12,936	14,930	17,070	19,134
1,304	2,968	5,097	7,041	9,134	11,029	12,946	14,961	17,083	19,166
1,305	3,018	5,101	7,058	9,137	11,035	12,948	14,971	17,089	19,241
1,317	3,027	5,109	7,071	9,167	11,040	12,952	15,002	17,098	19,245
1,319	3,044	5,148	7,076	9,177	11,045	12,963	15,018	17,113	19,247
1,348	3,068	5,149	7,084	9,182	11,051	12,966	15,034	17,141	19,251
1,359	3,080	5,157	7,109	9,183	11,073	12,981	15,037	17,149	19,278
1,373	3,114	5,161	7,113	9,188	11,085	12,984	15,052	17,169	19,281
1,381	3,129	5,175	7,117	9,191	11,118	12,985	15,087	17,160	19,290
1,413	3,133	5,187	7,148	9,202	11,143	12,989	15,087	17,193	19,306
1,442	3,161	5,200	7,182	9,204	11,156	13,005	15,112	17,216	19,330
1,443	3,176	5,203	7,197	9,215	11,159	13,060	15,115	17,250	19,335
1,451	3,177	5,208	7,200	9,226	11,180	13,065	15,117	17,255	19,379
1,457	3,192	5,245	7,248	9,227	11,183	13,073	15,121	17,273	19,416
1,470	3,210	5,250	7,286	9,234	11,194	13,074	15,139	17,294	19,455
1,487	3,214	5,256	7,292	9,239	11,197	13,076	15,160	17,307	19,495
1,503	3,217	5,275	7,316	9,253	11,208	13,084	15,161	17,234	19,509
1,513	3,222	5,278	7,322	9,265	11,278	13,117	15,164	17,395	19,515
1,516	3,230	5,297	7,323	9,285	11,294	13,125	15,170	17,418	19,527
1,517	3,234	5,319	7,331	9,300	11,299	13,134	15,179	17,420	19,559
1,531	3,261	5,322	7,336	9,313	11,303	13,149	15,181	17,464	19,562
1,566	3,261	5,342	7,360	9,350	11,306	13,142	15,194	17,466	19,567
1,603	3,262	5,361	7,379	9,389	11,307	13,157	15,215	17,468	19,572
1,606	3,301	5,384	7,390	9,390	11,321	13,182	15,228	17,486	19,576
1,607	3,389	5,400	7,410	9,421	11,322	13,211	15,241	17,234	19,585
1,613	3,368	5,427	7,416	9,436	11,332	13,215	15,257	17,502	19,600
1,626	3,375	5,479	7,442	9,440	11,348	13,231	15,262	17,504	19,664
1,630	3,380	5,491	7,446	9,445	11,351	13,235	15,269	17,510	19,693
1,656	3,388	5,501	7,455	9,455	11,360	13,250	15,273	17,514	19,705
1,664	3,400	5,510	7,546	9,457	11,368	13,256	15,286	17,528	19,716
1,708	3,404	5,529	7,585	9,467	11,379	13,262	15,295	17,536	19,740
1,714	3,444	5,568	7,567	9,469	11,383	13,291	15,302	17,554	19,762
1,727	3,449	5,570	7,587	9,488	11,439	13,304	15,310	17,562	19,767
1,744	3,512	5,605	7,634	9,516	11,443	13,382	15,330	17,600	19,768
1,753	3,535	5,621	7,636	9,534	11,461	13,389	15,343	17,606	19,781
1,762	3,536	5,623	7,637	9,556	11,460	13,399	15,389	17,617	19,782
1,764	3,546	5,662	7,646	9,559	11,513	13,402	15,433	17,688	19,813
1,794	3,548	5,705	7,654	9,572	11,548	13,417	15,446	17,644	19,845
1,795	3,561	5,710	7,674	9,578	11,554	13,428	15,452	17,645	19,848
1,796	3,577	5,721	7,710	9,583	11,557	13,457	15,456	17,658	19,849
1,800	3,584	5,733	7,716	9,591	11,571	13,466	15,473	17,660	19,853
1,815	3,602	5,734	7,729	9,596	11,578	13,472	15,475	17,667	19,885
1,829	3,610	5,736	7,735	9,619	11,586	13,480	15,484	17,676	19,887
1,843	3,681	5,752	7,789	9,634	11,587	13,495	15,485	17,678	19,897
1,863	3,686	5,754	7,791	9,668	11,608	13,519	15,490	17,683	19,906
1,868	3,699	5,771	7,805	9,695	11,633	13,524	15,522	17,687	19,910
1,892	3,701	5,799	7,807	9,703	11,639	13,531	15,536	17,699	19,921
1,924	3,723	5,801	7,821	9,708	11,643	13,534	15,538	17,705	19,939
1,960	3,736	5,806	7,826	9,710	11,652	13,562	15,614	17,710	19,968
1,978	3,745	5,822	7,871	9,721	11,699	13,596	15,617	17,720	19,982
1,984	3,770	5,871	7,890	9,731	11,717	13,612	15,630	17,733	19,996
2,013	3,787	5,879	7,895	9,739	11,718	13,641	15,636	17,766	
2,051	3,792	5,888	7,896	9,748	11,748	13,646	15,675	17,768	
2,062	3,826	5,902	7,925	9,754	11,766	13,651	15,710	17,790	
2,063	3,826	5,910	7,949	9,761	11,780	13,676	15,711	17,795	
2,076	3,831	5,960	7,960	9,765	11,804	13,677	15,711	17,810	
2,080	3,845	5,969	7,968	9,770	11,806	13,693	15,771	17,825	

Notice is also given of the following numbered certificates heretofore called and remaining unpaid at this date:

Called for November 1, 1906. No. 5920.
Called for November 1, 1907. No. 5922.
Called for November 1, 1908. No. 5919.
Called for November 1, 1911. No. 7727.
Called for November 1, 1912. No. 13479, 13488.

GIRARD TRUST COMPANY, Trustee
C. J. RHOADS, Treasurer.
Philadelphia, Pa., September 15th, 1913.

New York Realty Owners
Total Resources - $3,700,000
Capital & Surplus - $2,600,000
An Unbroken Dividend Record of 17 Years
5% . . 5 year Bonds
(IN MULTIPLES OF $10)
6% . . 10 year Bonds
(IN MULTIPLES OF $100)
7% 10 year Bond Shares
(IN MULTIPLES OF $200)
WRITE FOR PARTICULARS.
489 FIFTH AVE., NEW YORK.

5½% GUARANTEED FIRST MORTGAGES
ON NEW YORK CITY REAL ESTATE
Legal Investments for Trust Funds and Trust Estates. We have amounts from $500 to $100,000. Tax exempt.
Our Booklet "A" Explains
Sent Upon Request.
FIRST MORTGAGE GUARANTEE CO.
Bridge Plaza, N., L. I. City, N. Y.

AUDITING A PREVENTIVE
Audits and examinations of Accounts. Appraisals of values of Land, Buildings and Machinery. Reports and recommendations on economies in Factory operations. Financial and Cost Systems of Account.
THE AUDIT COMPANY OF NEW YORK
Auditing, Appraising, Efficiency, Systems.
165 Broadway, New York. 39 So. La Salle St., Chicago.

Public Utility Securities Yielding About 6%
Circular on Request
Meikleham & Dinsmore
437 Chestnut St. Philadelphia 25 Broad St. New York 35 Congress St. Boston

United States
Mortgage & Trust Company
Legal depository for the funds of bankrupt estates. Interest paid on daily balances of checking accounts.
B'way at 73d St. 55 Cedar St. 125th St. at 8th Av.

Estabrook & Co.
Members { New York Stock Exchange / Boston Stock Exchange }
24 Broad St. New York

DIVIDENDS.

GENERAL MOTORS COMPANY
September 26, 1913.
The Board of Directors of GENERAL MOTORS COMPANY has declared the semi-annual dividend of Three and One-half (3½%) Per Cent. on the Preferred Stock of the Company, payable November 1, 1913, to the Stockholders of record at the close of business October 15, 1913.
JAMES T. SHAW, Treasurer.

GENERAL MOTORS COMPANY
Preferred Stock Trust Certificates.
Referring to the foregoing notice of General Motors Company, checks for the dividend when received will be mailed to the holders of preferred stock trust certificates of record at the close of business October 15, 1913.
CENTRAL TRUST COMPANY OF NEW YORK, Agent for Voting Trustees.

UNITED FRUIT COMPANY
EXTRA DIVIDEND.
An extra dividend of two per cent. on the capital stock of this Company has been declared, payable November 1, 1913, at the office of the treasurer, 131 State St., Boston, Mass., to stock holders of record at the close of business October 20, 1913.
CHARLES A. HUBBARD, Treasurer.

MUTUAL FILM CORPORATION
COMMON DIVIDEND NO. 6.
The sixth monthly dividend of ½% upon the common capital stock of this corporation and an extra dividend of ½% on common stock have been declared payable on October 15, 1913, to stockholders of record October 14, 1912: Transfer books will be closed from 3:00 P. M. October 10, 1913, to 10:00 A. M., October 11, 1913.
Dated October 1, 1913.
CHARLES J. HITE, Treasurer.

United Cigar Manufacturers Co.
New York, October 7th, 1913.
A dividend of One (1) Per Cent. will be paid on the Common Stock of this company on October 24th, 1913, to stockholders of record on October 24th, 1913, at 3 P. M.
SIEGMUND SCHLESINGER, Secretary.

New York Moving Picture Corporation.
The fifth monthly dividend of one per cent. upon the capital stock of this corporation has been declared, payable on October 15, 1913, to stockholders of record at the opening of business on that day.
CHARLES J. HITE, Treasurer.
New York, October 10, 1913.

BOND AND MORTGAGE GUARANTEE COMPANY.
175 Remsen St., Brooklyn, Sept. 23 1913.
A quarterly dividend of 4% has been declared, payable on Nov. 10th, 1913, to the stockholders of record at the close of business on Nov. 8th, 1913.
W. B. CLARKE, Secretary.

MEETINGS AND ELECTIONS.

OFFICE OF
The Coney Island and Brooklyn Railroad Company,
De Kalb and Franklin Avenues,
Brooklyn, N. Y., October 8th, 1913.
The Annual Meeting of the Stockholders of The Coney Island and Brooklyn Railroad Company for the election of Directors and Inspectors of Election to serve the ensuing year will be held at the office of the Company on Monday, October 20th, 1913. Polls open at 11 A. M. and close at 12 M.
JOHN A. THAKE, Ass't Secretary.

DISSOLUTION NOTICE.
STATE OF NEW YORK, CITY OF NEW York, ss.:
I, SIMON OHLBAUM, of the City of New York, successor and assignee of all the assets and good will of OHLBAUM BROS., heretofore conducting business within this State for more than three years, do hereby certify that I intend to continue conducting or transacting said business under the name of OHLBAUM BROS. at No. 8 Washington Place, Borough of Manhattan, in the City of New York, State aforesaid, and that the true or real name of the person conducting or transacting the same is as follows:

Name.	P. O. Address.
SIMON OHLBAUM,	8 Washington Place, New York City.

State of New York, City of New York, County of New York, ss.:
On this 25th day of September, 1913, before me personally appeared SIMON OHLBAUM, to me known and known to me to be the individual described in and who executed the foregoing certificate, and he thereupon acknowledged to me that he executed the same. SAMUEL S. KOGAN,
Commissioner of Deeds, City of New York.

MEETINGS AND ELECTIONS.

TO THE STOCKHOLDERS OF THE WIRELESS LIQUIDATING COMPANY.
NOTICE IS HEREBY GIVEN that pursuant to a resolution of the Board of Directors of this Company, adopted on the 26th day of September, 1913, a meeting of the stockholders of this Company will be held at the Woolworth Building, No. 233 Broadway, in the Borough of Manhattan, City, County and State of New York, on Monday, the 17th day of November, 1913, at 10 o'clock A. M., for the following purposes, to wit:—To vote upon a proposition that this corporation be forthwith dissolved; and to vote upon a proposition that in any such dissolution the Directors be instructed as far as possible to distribute the stock of the Marconi Wireless Telegraph Company of America, held by this Company, in specie; and, in case several of the stockholders shall in such case become entitled to receive fractions of such shares, to transfer the shares representing the fractional interests to a Trustee for the stockholders so entitled thereto, who shall issue scrip therefor for the fractional interests to the stockholders, such scrip to be exchangeable for full shares whenever presented in sufficient quantities, and to transact such other and further business as may come before the meeting, including the closing of the transfer books.
RALPH C. TALBOT,
Secretary of the Wireless Liquidating Company.

Illinois Central Railroad Company.
Notice is hereby given that the Annual Meeting of the Stockholders of the Illinois Central Railroad Company for the election of Directors and the transaction of other business will be held at the General Office of the Company in Central Station, Chicago, Illinois, on the 15th day of October, 1913, at 12 o'clock noon.
DAVID R. BURBANK, Secretary.
New York, October 2, 1913.

Executor Trustee
Chartered 1822
The Farmers' Loan and Trust Company,
Nos. 16, 18, 20 & 22 William Street.

COURT CALENDARS

FEDERAL.

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STATE.

New York County.

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Hennen. 37—Same v. same. 38—Winters v. Bernheim. 39—Klein v. Tanguay. 40—McManus v. Mertens. 41—Hart v. Smith. 42—Sleeper v. Hickey. 43—Lowther v. Grier. 44—Onward Const Co v. Ziegfeld. 45—Rosanlo v. Barr. 46—Voron & Chaft v. Rylander. 47—Matter of Hall & Co. v. Quinby. 49—Wash Sav Bank v. Schmidt. 50—Municipal Liens Co. v. McArdle. 51—Same v. same. 52—Same v. same. 53—Same v. same. 54—Matter of Leonard and other streets. 55—Mare v. Mare. 56—Kern v. N Y Telephone Co. 57—St. John v. Reiss. 58—Zottl v. Zottl. 59—Matter of Scherger Tailoring Co. 60—Spano v. Da Chilla. 61—Donohue, D. Oceanic Steam Nav Co. 62—Journeymen Horseshoers' Union Local No. 1 v. Roman. 63—Goldan v. Taglovia. 64—Spano v. Da Chilla. 65—Walsh v. Rose. 66—Morkel v. Rosenthal. 67—Chambers v. George Vassar's Sons & Co. 68—British-Am Cigar Stores Co v. St. John. 69—Same v. same. 70—Stafford v. Washburn. 71—Skolink v. Continental. 72—Furthmann v. Furthmann. 73—Favata v. De Maria. 74—Natl Comm'l Bank v. 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SUPREME COURT—Trial Term—Part X.—Davis, J. 763—Hankinson v. Hyde. 950—Chernicoff v. Int R T Co. 961—Benjamin v. Int R T Co. 263—J. Cohn v. Ansonia Realty Co. 264—A. Cohn v. Ansonia Realty Co. 757—Stern v. Joline. 921—Coyle v. Int R T Co. 770—Cinque v. Haufler. 760—Hanson v. Jacobs. 1024—Petit v. Int R. T Co. 933—Schlemann v. Musical Mutual Prot. Union. 845—Bauer v. Joline. 539—Flavin v. C I & B'klyn RR. 936—A. McAuliffe v. Ruth. 937—F. McAuliffe v. Ruth. 1192—H. Heitmuller v. Gale. 1193—E. W. Heitmuller v. Gale. 1194—Cohen v. Schmeidler. 1195—Washington v. Atwood Violett Co. 1196—Coyle v. Meyer. 1197—Weissman v. Liberman Dairy Co. 1198—Grant v. Waterson. 706—Desisto v. Joline. Case on.

SUPREME COURT—Trial Term—Part XI.—Phibbin, J. Inquest—1087—Scelsa v. Stoloff. 1037—Bockhaus v. Int R T Co. 1080—McCarthy v. Terry & Tench Co. 1085—Seklir v. Salter. 1059—Villabona v. Brown. 1101—Quinn v. Com. Adv. Ass'n. 814—Frankel v. Frankel. 1068—Liboff v. Lipshitz. 1199—Guthamer v. Lippman. 1200—Glinsberg v. Bernstein. 1202—Craven v. Levering & Garrigues Co. 1203—Head v. Rose. 1204—Milkus v. Buffalo Forge Co. 1205—Cohen v. Marks. 1207—Lamond v. Thomas & Buckley Hoisting Co. 1208—Kellogg v. Clark. 1209—Meltzer v. B'klyn Heights R R. 1212—Futrell v. Old Dominion SS. Co. 1213—Breunig v. Schutto. 1216—Sullivan v. Feehan Bros., Inc. 1218—Marks v. Gordon. 1219—Lacamina v. Underpinning & Foundation Co. 1220—Kukow v. Penn. RR. 1221—Lacamina v. N Y Edison Co. 1222—Egan v. Barnett. 552—Schussler v. Wm. Fox Amuse. Co. 402—Gray v. Churchman Co. 868—Flanagan v. Linch. 823—Mecum v. Mooyer. 604—Wynkoop-Hallenbeck-Crawford Co v. Huvler Case on.

SUPREME COURT—Trial Term—Part XII.—Amend, J. 1016—Horne v. N Y Rys. 1112—Finlay v. Greenhut-Siegel Cooper Co. 1114—Villane v. Linch. 961—Moritzky v. Blecher. 848—Callahan v. T A Clarke Co. 844—Stiglianese v. Claremont Lumber & Mfg Co. 1028—McLaughlin v. Childs Co. 1105—Frank v. Belmont Realty Co. 1113—Oakes v. Davis. 1116—Creash v. Lehmann. 1120—Becker v. Greunstein. 1123—Dierks v. Albion Const Co. 1025—Dommarch v. Garelick. 1224—Joyce v. Miller Reed Co. 1225—Dosch, Jr. v. Central Trust Co. 1226—Harrington v. Cudahy Packing Co. 1227—Neu v. Fuller's Express Co. 1228—Funke v. Clay Cent Bldg Mat'l Co. 1229—Chambers v. Annet. 1230—Loss v. Rosevale Amusement Co. 1231—Glouberman v. Carr. 1232—Loduca v. Degnon Cont Co. 1233—Siebel v. Mauder. 1234—Perraino v. Bradley Con Co. 1235—Amerolano v. Percoco. Clear.

SUPREME COURT—Trial Term—Part XIII.—Adjourned until Monday, Oct. 20.

SUPREME COURT—Trial Term—Part XIV.—Greenbaum, J. 614—O'Brien v. Bostelmann. 1515—Man Wrecking & Cont Co v. Eidlitz. 875—Lenz Dairy Co v. Bagdanowsky. 53—Chapman v. Fowler. 55—Chapman v. Fowler. 74—Stafford Rubber Co v. Stepney Tire and Rubber Co. 2349—Farley v. Bohling. 2302—Farley v. Liquors seized at 63 James St. 2303—Farley v. Liquors seized at 68 Murray St. 2245—Farley v. Cerniglia. 2292—Farley v. Fidelity & Casualty Co. 2248—Farley v. Southern Surety Co. 2207—Farley v. Am Banking Co. 2151—Farley v. Pell. 2040—Bondy v. Societe Anonyme des Anciens, &c. 1982—Farley v. Ranzweiler. 1970—Farley v. Liquors seized at 184 Stanton St. 71—Russel v. Waldman. 576—Jack Hites, Jr. Co. v. Rice. 985—Beardsley v. Sherill. 984—Hausermann Metal Mfg Co v. Robert Essex Incubator Co. 965—Battiloro v. Asclone. 968—Neiman v. Hogan. 970—Otis Elevator Co v. Guthy. 971—West Disinfecting Co v. Am Bonding Co of Baltimore. 431—Schapiro v. Gibson. 794—McGrath v. Latimer. 795—McGrath v. Smith. 864—Rich v. Jones. 404—Turtle v. Glendining. McLelsh & Co. Case on.

SUPREME COURT—Trial Term—Part XV.—Hendrick, J. 410—Auditorium Co v. S S Shubert Booking Agency. 258—Franklin v. Hoadley. 771—Felice v. Bohling. 908—Weidman v. Borden. 910—United Royalties Corp v. Nat Indicator Co. 912—Aiello v. Pace. 887—Marquard v. Root. 951—Halpern v. Con Travelers' Mutual Accident Ass'n of Am. 927—Haldorn v. Catlin & Powell Co. 932—Werschinger v. Haines. 973—Hills v. Anglo-Algerian SS Co. 974—Smalley v. Dunbar. 975—Van Raalte v. Am Surety Co. 976—Palace Theatre & Realty Co v. Fidelity & Deposit Co of Maryland. 977—Dodge v. Hunt. 978—R Carle v. Frasse. 979—E Carle v. Frasse. 980—Motor Specialties Co v. Aristes Co. 892—Stolwein v. Schreinberg. 884—Societe Gen Alimentari Cirio v. Beltman-Johnson Co. 985—Walker & Pattison, Inc., v. Houghtaling. 986—Herrmann v. Wolff. 988—Smiley v. Baumann. 989—Sigl v. Wolff. 992—Glynn v. Sturgis. Clear.

SUPREME COURT—Trial Term—Part XVI.—Page, J. 628—Gettell v. Boble. 240—Gleason v. Hites, Jr. 1006—Kalina v. Am Label Co. 711—Finfer v. Burwitz. 1299—McDermott v. Fletcher. 344—Stewart v. Shubert. 801—Geneva Ry Sec Co v. Merikeham. 941—Hughes v. Brown-Weise Realties. 948—Shipley Cont & Supply Co v. Hager. 946—Johnson v. Hotel Martinique. 950—York Mfg Co. v. Mager. 947—Penn Oil Works Co v. Smith. 998—Rinehart v. Delsenna. 904—Portnal v. U S Grand Lodge Order Brith Sholom. 906—Casualty Co of Am v. Nat Surety Co. 998—Davis v. Frost. 995—Warfield v. Fidelity & Casualty Co. 1005—Pollock v. Gorton. 1007—Clarke v. Martin. 1008—Pinkelstein v. Hamilton Realty & Brokerage Co. 1013—Rycroft v. Post. 1015—Heany v. Hofheimer. 1016—Vreeland v. W Shelton Swallow Co. 1017—Schwartz v. Frieder. 1033—Enright v. Kingsley. 1507—Small v. Housman. 831—Kohn v. Armour & Co. 765—Thomas B Jeffery Co of N Y v. Builders' Marble Works. 299—Wright v. City of N Y. 1502—Klein v. David. Clear.

SUPREME COURT—Trial Term—Part XVII.—Adjourned until Monday, Oct. 20.

SUPREME COURT—Trial Term—Part XVIII.—Brady, J. 732—Lowenstein, Weiler Co v. Gosnold Silk Mills. 620—American Locomotive Co v. Cabriel Bros Const Co. 777—Worden v. Paris. 635—Life v. Mutual Alliance Trust Co. 957—Lacias v. Jackson Motor Co. 746—Philadelphia Warehouse Co v. Seaman. 748—Western Nat Bank v. Seaman. 161—N Y Bait Transp Line v. City of N Y. 779—La Salla v. Bullows. 962—Howard v. Nat Wood Vulcanizing Co. 1015—Brinn v. Ark. 1019—Thatcher v. Waterproof Leatherboard Co. 1020—Conkling-Armstrong Terra Cotta Co v. Clarke. 1022—Higgins v. Alwold Realty Co. 1023—Wright v. Scott & Fowles Co. 1024—V J Hedden & Sons Co v. Wolf. 1026—Globe Fire Ins Co v. Pinkney. 1028—Drewnowska v. Sawich. 124—O'Neill v. Britt. 125—Schlattman v. Rodgers. 3414—Avenue Theatre Co v. Coffrath. 1505—Gourd v. Healy. 524—Lalli v. De Lauro. 482—Colwell Lead Co v. Home Title Ins Co. 543—Eclipse Light Co v. Nelsner. Clear.

SURROGATES' COURT—Chamberlain, S. Motion Calendar. Emily H. Dielis, &c.—Max Rechnitzer, Mark Kohn, Minnie Rosenfeld, Heinrich Lower, Sophie Stadler, John Mullins, Anabel Lyons, Luigi Galiana, Annie Kassel, McNamara, Infants, Berrick, Infants, Katie O'Hare, Henrietta E. Holler, Emma M. Holler, Jennie L. Sternberg, Matthias Klestus, Michael T. O'Brien, Michael T. O'Brien, George G. L. Wiegand, Antonio Marcione, Henry Jacobs, Max Bowsky, Charles A. Brodil, Andrew Gross, Mary Deng'er, Joseph L. Roffis, Patrick Shaw, George Reiss, Thomas D. Semple, Louise Nitzsche, Katherine Slezak, John B. Doerr, Charles Schwartz, Gabriel Katonica, Peter Hartman, Heinrich Lower, Pierce Friday, Mary Braun, Albert S. Hawkins, Wainwright Hardie, Jane P. Hederik, Edward K. Somborn, James Everard, Albert B. Baltzly, Albert Classen, George W. Brand, Marie Koehler, Philip Joseph, Kate T. Grannis, Leopold Cohn, Amelia V. Wilson, Daniel Schwarzkopf, Robert Axford, Michael Curran, Patrick F. Richardson, William B. Ogden, William B. Ogden, William B. Ogden, William B. Ogden, William B. Ogden, William B. Ogden, Sara Bolwell, &c. Estate of Aline Tisset, issue of fact, estate of Mary Murray, issue of fact, estate of Harry Hefler or Hund, issue of fact, estate of Percy C. Mayers, issue of fact, estate of Arthur G. Warren, issue of fact, estate of William McGowan, issue of fact, estate of Ellen A. Corcoran, issue of fact, Ambrose Wood. Wills for probate: Frederick Canette, Fanny W. Ogilvy, Katharina B. Wood, Denys Droin, John Goodwin, Kate Murphy, Matilda Egbert, Catherine Herch, Joseph Schaeffer, Mary E. Ahern, Madaline Klika.

SURROGATES' COURT—Trial Term—Fowler, S. Contested wills:

Exclusive Apartments

103 East 75th St., adjoining Park Av., in the heart of the best residence section of the city; the best-planned 7-room housekeeping apartments, with 2 and 3 baths, on the east side. Exceptionally large living room and 3 master's bedrooms, and most conveniently planned service portion. Rents from $1,900 to $2,600. Some of the apartments are duplex. Ready for immediate occupancy. Only a few are left on account of the low rents for such excellent apartments.

116 East 58th St., just east of Park Ave. A new building which is one of the best-finished and best-planned houses in the city. Housekeeping apartments of 7, 8 and 9 rooms, with 3 baths. Living room 16x22 feet, with open fireplace. Southerly apartments have wonderful amount of sunlight. Rents from $2,100 up. Also 3-room apartment at $1,000. These are the cheapest apartments of their size in the city.

130 West 57th St., near Carnegie Music Hall and the 58th St. station of the 6th Ave. Elevated. Remarkably sunny apartments of 2 and 3 rooms and bath, with vacuum cleaning, hotel service, and in one of the finest co-operative buildings in the city; also restaurant with home cooking in the building. Rents $800 up. Also large studio, with northerly light, for rent.

829 Park Ave., southeast corner of 76th St.; thoroughly modern fireproof apartment of the best type, containing duplex and simplex apartments of 7 and 8 rooms and 2 and 3 baths; rents from $1,700 to $2,900. Every room is an outside room. The duplexes are particularly attractive and are the cheapest duplexes in the City, and give many of the advantages of a private dwelling without any of the disadvantages.

11 East 68th St., northwest corner of Madison Ave.; situated on the site of the old Marquand House, and within a few doors of the Whitney House, in the finest location in the City. An apartment house just completed with all the modern conveniences; large rooms with ample closet space. A special feature has been made of the servants' quarters. Apartments of 6 and 7 rooms with 2 baths; 8 rooms with 3 baths; 9, 12 and 13 rooms with 4 baths. Rents $2,000 to $7,000 per annum.
Renting Agent on the premises.

27 East 62nd St., just east of Madison Ave.; new 9-story building arranged with apartments of 4 and 6 rooms and bath. An unusual opportunity for small families to obtain a home in the social center of the City at moderate prices.
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145 East 35th St., "SOUTHFIELD," situated at the lower end of Murray Hill, in a most accessible neighborhood to the theatres and new business districts. Single floor and duplex apartments of 7 large rooms with 1 and 2 baths. Rents from $1,500 to $2,500.

Pease & Elliman, Agents,
340 Madison Ave., near 43d St.

Contractors being late in completing these two 10-story fireproof buildings, liberal concessions will be made to tenants

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2 baths
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113TH ST. TO 114TH ST., ON BROADWAY.

Apartments of

6 TO 9 ROOMS, 2 AND 3 BATHS.

These apartments are especially attractive, containing many unique and individual features.

All rooms are large and light and should appeal to families of refinement.

RENTALS, $1,200 TO $2,400.

Under the direct supervision of the owners, assuring careful selection of tenants and first-class service.

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635 S. E. Cor. 66th St.
New 13-story fireproof building.
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Special Duplex.
17 Rooms, 5 Baths. $7,200
One apartment on each floor

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7 rooms, 3 baths....$1,900-$2,000
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3 E. 85th St. Adjoining 5th Ave.
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Rooms, 3 Baths...$3,500-$4,500
One Apartment on each floor.

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With Large Foyer and Reception Room
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Every known appointment can be found in these spacious apartments.
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One Block from Subway Station.
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An apartment house de luxe.
Open Fireplaces.
Refrigeration.
A Few Suites of
4, 5 AND 6 ROOMS,
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RENTALS $1,500 TO $2,800
There being only a few vacancies, we will make SPECIAL CONCESSIONS to desirable tenants.
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Fireproof building, located on the most picturesque site on Riverside Drive. Every modern improvement; 9 and 10 large sunny rooms.
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Attractive apartments, containing every up-to-date improvement; convenient to Subway and all transit lines.
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Above 110th St. and Washington Heights.

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Now Ready for Occupancy.
The Trossachs
NORTHERN AVE.,
Just North of 181st St.,
Adjacent to the Paterno Mansion.
The ideal location of this new high-class building is one of the many features, being right on the banks of the Hudson River and surrounded by natural country, within a few minutes' walk of the Subway and Broadway cars.
5 & 6 Large Outside Rooms, Foyer & Bath.
Attractive Rentals.
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Overlooking the Hudson River. Situated in the choicest section of the Drive; attractive, large rooms facing on the Drive, with an abundance of large closets.
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100 feet East of 5th Ave.
THE MASON,
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ATTRACTIVE APARTMENTS, 8 ROOMS AND BATH, MODERN IMPROVEMENTS, ELEVATOR SERVICE FOR MAIDS.
VERY LOW RENTS FOR CHOICE LOCATION.
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Large, light and airy; 'phone, elevators, electric light, uniformed hall attendants; separate servants' toilets. Apply to Supt. on premises.

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5 and 6 Rooms, $35.00 to $45.00.
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SURROGATE NOTICES.

PRENTISS, NATHANIEL APPLETON.—In pursuance of an order of Hon. Robert Ludlow Fowler, a Surrogate of the County of New York, notice is hereby given to all persons having claims against NATHANIEL APPLETON PRENTISS, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at her place of transacting business at the office of Thomas G. Barry, No. 2 Rector Street, Borough of Manhattan, in the City of New York, on or before the 30th day of November next.—Dated New York, the 19th day of May, 1913. ALICE PRENTISS, Executrix. T. G. BARRY, Attorney for Executrix, 2 Rector Street, New York City.

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EXTRA MAID'S ROOM
THE OREGON
162 West 54th,
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New Fireproof Building
Rents $900 to $1,700
Per Annum
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RIVERSIDE DRIVE, COR. 148TH.
New Fireproof Apartments
Now ready for occupancy.
4-6-7 Rooms, 2 Baths
8 rooms arranged for Doctor.
Rents $720 to $1,400
Agent on premises, or
GEO. F. PICKEN, Owner, 501 5th Av.

BARGAIN RENTALS
Elevator Apartments
ONLY A FEW LEFT.
All improvements; parquet floors; electric light; telephone; all night service.
4, 6, 7 Rooms, $30 to $60
Supt. on premises day and night.
MANCHESTER
512-514-516-518 W. 151 St.
Bet. Broadway and Amsterdam Av.

966-968 St. Nicholas Ave.
NEAR 158TH ST.
Two blocks from subway station; high class modern apartments, all improvements, seven and eight rooms, $37 to $45. Apply janitor on premises.

41-43 WEST 60th ST.
Four rooms and bath; steam heat, hot water; one block from Central Park Subway station and "L" station; rent $25 and $28. Apply janitor.

NEWCASTLE
601 West 162d St., Cor. Broadway.
New elevator apartments. All outside chambers. Most complete housekeeping apartments.
4-5-7 Rooms $480 to $900
Renting Agent, on premises, or
Berlin Renting Agency, B'way, Cor. 162d.

SUBLET AT BARGAIN
Kensington Court, corner 151st and Broadway, Apt. 31; every improvement. For particulars, phone 971 Melrose.

MORNINGSIDE PARK APARTMENTS
40 Morningside Park East
North Corner West 118th St.
Overlooking Park

ONE OF	ONE OF
5	7
Rooms	Rooms
$60	$85

Advantageous Terms Obtainable Now

Latham---Rodna
Morningside Ave., East
122d to 123d St.
Overlooking Park, Convenient to "L" and all Surface Lines
4 to 7 Rooms
Rents $40 to $70
Elevator, Hall and Telephone Service
PORTER & CO.
159 W. 125th St.

SMITHSONIAN COURT
602-608 W. 190th St.
New High-Class Elevator Apartments
100 feet from 191st St. Subway Station.
4 large, light rooms and bath, $40 TO
5 large, light rooms and bath, $55
Abundance of closet room.
Also Suites suitable for physicians on the ground floor.
Renting Office on Premises.
Telephone Audubon 3989, or apply to
GEORGE V. M'NALLY,
47 WEST 34TH ST. Tel. GREELEY 426.

RENT REDUCED.
7 LARGE, LIGHT ROOMS, 4 BEDROOMS, $720-$900.
Day and night elevator service, telephone, electric light, exceptional transit facilities; must be seen to be appreciated. Chester Court, 86 West 119th, S. E. Corner Lenox Av. J. ISRAELSON, Agent. Telephone 8770 Morningside.

Michigan, Illinois, Louisiana.
507-517 WEST 113TH ST.
Absolutely Fireproof High-Class Building.
2-4-6 Rooms, $540 to $840.

FINLEY MANOR
St. Nicholas Av., Edgecombe Ave., and 138th St.
Just completed. Highest Type Elevator House.
2-4 Rooms, $480 to $600.

Greyton Court,
S. E. Cor. 141st St., Riverside Drive.
Just completed. Modern fireproof building with all the latest improvements. Lowest rentals on Washington Heights. 5 and 6 rooms, large and sunny.
Representative on premises, or
Slawson & Hobbs, Agent,
162 West 72d St.

ONONDAGA
Lowest Rent on Riverside Drive.
Riverside Drive & 152d St.
Highest Altitude Riverside Drive.
6 rooms and bath..$60 to $75.00
7 rooms and bath..$70 to $83.33
Vacuum Cleaning System.
RESIDENT MANAGER.
CAN BE SEEN EVENINGS.

Cliffcrest
S. E. COR. 157TH ST. & ST. NICHOLAS AV.
BEST LOCATED ELEVATOR APTS. ON WASHINGTON HEIGHTS
6, 7 & 8 ROOMS.
Low Rent. Inducements.
Convenient to "L" and Subway stations (two blocks to either;) half block to surface cars; every worthy improvement; vacuum cleaning, &c.; absolutely permanent light; overlooking Colonial and Jumel Parks, Speedway and Long Island Sound.

IMPERIAL ARMS.
1 5-Room and bath.....$55
1 6-Room and bath..... 75
1 7-Room and bath..... 70
1 7-Room and bath..... 75
138th St. and Riverside.

VALLAMONT
CORNER ST. NICHOLAS AVE. AND 119TH ST. Especially desirable and attractive to conservative home-seeking families, seven extra large, light rooms and closets; full service; rents extremely low; only $55 and $65. Diagrams of Superintendent, on premises, or WILCOX & SHELTON, 2107 7th Ave., at 125th.

MANHATTAN—East Side.

The Carlton
157 EAST 81ST ST.
New Fireproof Elevator Apartments, (2 only)
Six rooms $900-$1,100—one apartment
Three rooms $600. All modern improvements
MALVERN HALL
Gramercy Park.
Studio Apartments.
Very desirable apartments; two rooms and bath, with maid service; facing Park. INNES & CENTER, 80-82 EAST 27TH ST.

MANHATTAN—East Side.

La Casa Blanca
55 EAST 76TH ST.,
near Madison Avenue.
HIGH-CLASS APARTMENT HOUSE
7 Large Rooms.
Rents $75 Upwards.
Superintendent on premises.

THE CLEVELAND
126-130 East 24th Street.
Rents $1,050.
Apartments of 9 to 11 rooms, (one semi-duplex,) with very large rooms and ample closets. Extra servants' room upstairs. At Hub of the City, within three minutes' easy walk of Subway and "L" stations. Especially well suited for groups of bachelors or families of adults. Apply to janitor, or Cammann, Voorhees & Floyd, Agents, 84 William Street.

Manhanset
61-65 East 59th St.
NEAR MADISON AVE.
The Most Accessible Location in New York City.
High Class Modern Apartments. 3 Rooms and Bath, Furnished or Unfurnished. Chambermaid service.
RENTALS $45, $55, and $65.
See Superintendent on Premises.
1340 MADISON AVE.,
N. W. COR. 94TH ST.

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8 Room Corner Apartments, Rent Very Reasonable
Elevator & all modern improvements.
Ranald H. Macdonald & Co.,
29 WEST 34TH ST.

KINGS COURT APARTMENT,
MADISON AVENUE, 87TH STREET.
Attractive corners, 7, 9 rooms, 1 & 2 baths, elevator, electric light; cheapest apartments on Manhattan, location, improvements considered.
Premises or KAVANAGH, 998 Madison Av.

HATFIELD HOUSE,
103 EAST 29TH ST.
1, 2, and 3 rooms and bath, also studio apartment of 4 rooms and bath to lease from Oct. 1: meals optional.

THE WITHINGTON,
16 EAST 60TH STREET.
Bachelor Apartments with Service.
$650 to $900 per annum.
FREDERICK T. BARRY CO.,
646 Madison Avenue.

The Mayfield
15 East 10th St., near 5th Ave.
Refined environment in the centre of the exclusive Washington Square section.
6 ROOMS.....$1,100
8 ROOMS.....$1,800
Extra maids' rooms if necessary.
Elevator and hall service the best.
Apply on premises, or
GIBBS & KIRBY, Agts., B'way & 103d St.

---

563 Park Ave.
Northeast Corner 62d St.
TO SUBLET
DUPLEX APARTMENT OF 14 ROOMS AND 4 BATHS
Southern and Easterly Exposures
At a Very Reasonable Rental
PEASE & ELLIMAN
340 Madison Ave., near 42d Street.

BROOKLYN.

Brooklyn's Newest High Class Elevator Apts.
Cor. Apts., Large, Light & Airy Rooms.
OXFORD HALL AND CAMBRIDGE HALL,
203-209 Underhill Av., cor. St. John's Pl.
Overlooking Prospect Park and Plaza.
3 Rooms and Bath .....$32.50 to $35.00
4 Rooms and Bath ..... 35.00 to 50.00
5 Rooms and Bath ..... 45.00 to 62.50

ST. REGIS,
S. W. cor. Bedford Av. and Dean St., Facing Grant Square.
4 Rooms and Bath .....$42.50 to $50.00
5 Rooms and Bath ..... 52.50 to 62.50
6 Rooms and Bath ..... 60.00 to 65.00
Day and night hall, elevator and 'phone service; every modern convenience. Rent very reasonable.
Renting Agents on Premises.

KINGS COURT
296 STERLING PLACE,
Near Flatbush Av. and Atlantic Av. Subway;
Overlooking Prospect Park and Plaza.
Highest Class in Brooklyn
CORNER APARTMENTS
All outside, large, light and airy rooms. Day, night hall, elevator and telephone service.
Every modern convenience.
7-8 Rooms and 2 Baths.
Rents $75 to $85.
Renting agents on premises.

THE LAURA
MODERN APARTMENT HOUSE
In a refined residential section.
4 AND 5 ROOMS
219 East 17th St., between Beverley and Albemarle Roads; half block from Beverley Road station, Brighton Beach line; 25 minutes to Manhattan.
RENTS $33 TO $50.

Real Estate

Manhattan—For Sale.

Cash, $2,750.—Five-story tenement, 81st St.; lot 25x100; mtge., $15,500. Write C. B., 1,835 3d Av.

Bronx—For Sale or to Let.

Bargain. — Beautiful two-family house, 14 rooms; steam heat, hot water supply, parquet floors, hardwood trim throughout; fine private street; four minutes to Prospect Av. Subway Station, and only two blocks to the new Lexington Av. Subway Station; must be seen to be appreciated. Owner, 438 East 123d St.

Bargain.—To close estate, 3,713 3d Av., near 170th St.; 14 families and large store; building 26x109; rents very low; asking $28,000.

Bohler, 23d St., corner 3d Av.

Queens—For Sale or to Let.

$7,500; beautiful home; 9 large rooms; bath; all improvements; choice Hillside Section; 2 lots; 55 Canonbury Road, Jamaica.

Westchester—For Sale or to Let.

ENGLISH COTTAGE, 9 rooms, two baths; three baths if desired; sleeping porch on large plot overlooking golf links; hardwood trim and floors; hot-water heat; thoroughly up-to-date; ready for occupancy Jan. 1; decoration and fixtures may be selected; part cash, balance on mortgage. Further particulars by mail from Mrs. Varian, 20 New St., N. Y. C. Phone 1878 Rector.

Gentleman erecting two fine moderate cost houses in finest section of Westchester, convenient to transportation, will sell one to family of good standing; 9 rooms, two or three baths as required; sleeping porch; fixtures and decorations to suit; principals only. J. E. Whitehead, New Rochelle, N. Y. Phone 2648J.

Fine new Dutch Colonial house on large plot in the finest residential park in New Rochelle; 9 rooms; two or three baths as desired; large veranda; sleeping porch; moderate cash payment, and mortgage arranged to suit. Miss Mahlstead, 20 Broad St., N. Y. Phone 4534 Rector.

BRONXVILLE—MEADOWDALE.

House containing five bedrooms, bath, large living room, open fireplaces, and usual conveniences. Rental, $70. Smaller house at $55. BURKE STONE, Inc., BRONXVILLE.

Scarsdale.

SCARSDALE.—Splendid house of 7 large rooms, fine condition. Garage. Plot 75x100. Bargain at $7,500. Angell, 507 5th Av.

White Plains.

Bungalow.—Unique Colonial design; six rooms, bath, two toilets, hardwood floors, concrete porches, steam heat, Colonial fireplaces; $6,000; rent $40, apply to purchaser. Lovell, North White Plains.

Long Island—For Sale or to Let.

Forest Hills, L. I.—12 minutes from Penna. Station; Sage Foundation plot, 60 foot front, 92 feet deep; best choice in the development; sacrifice price. Room 954, 1,328 Broadway, New York.

FOR SALE.—Lot, 40x100, choicest section of Forest Hills Gardens, L. I.; R. R. station on property. For terms apply to C. C. Webster, 30 Broad St.

A Sure Winner.—Codlings, L. I.; list several hundred pieces; shore fronts specialty. Wm. Codling. (Tel. 85.) Northport, L. I.

New Jersey—For Sale or to Let.

Craftsman Bungalow.—Transferred to Buffalo and must sell my beautiful seven-room and bath home; all improvements; large tiled porch; Ingle-nook fireplace in living room; also fireplace in dining room; panelled walls and beamed ceilings; beautifully decorated throughout; double floors; steam heat; four large bedrooms and lots of closet room; half acre beautifully shaded; private location; fine views; 55 minutes out; five minutes from Mahwah (N. J.) Station; a real home in a delightful community; at less than cost for quick sale. Write or phone Widdicombe, Mad. Sq.—9860. 40 West 32d St.

Westfield, N. J.—Six and seven semi-bungalows now building on large plots with good chicken runs; easy walk to station; one block from trolley; a beautiful little country home with city improvements; ideal location; terms, $300 each, $20 per month thereafter. Let us mail you particulars and free railroad tickets. H. C. Lockwood Co., Woolworth Building.

Semi-Bungalow, 6 rooms and two baths, on large plot overlooking the Ramapo Valley; large veranda; sleeping and dining porches; steam heat; rubble stone fireplace; dining room panelled, wainscoat and beamed ceiling. Will sell for $6,500 to quick buyer. George Clark, 32 Laight St., New York City. Phone Spring 9251.

Bungalow in the mountains near New York; six rooms and bath; large fireplace; fine cellar and attic; convenient to station and good commuting service; no plumbing necessary; everything done; reason for selling; needs larger house; price, $4,800; particulars by mail or phone only. Mr. Prieb, Room 1,601, 41 West 25th St. Phone 9861 Mad. Sq.

Handsome well-built homes at Fanwood, N. J.; sold on easy monthly payments; located on large plots near railroad station; beautiful shade trees; all city improvements. Write us for particulars and free railroad tickets. H. C. Lockwood Co., Woolworth Building.

$600 buys a big plot one block from depot at Fanwood; fine ground with view and all assessments paid; $10 cash, $6 monthly; 43 new houses all ready. Send for free tickets. H. C. Lockwood Co., Woolworth Building.

Ridgewood. — Attractive modern house, 8 rooms, hot water heat, open fireplace; all improvements; A1 condition; 10 minutes station; bargain. Forman, Box 21, Ridgewood, N. J.

Lakewood, N. J.—Owner's small, furnished brick cottage and garage opposite Laurel in the Pines; 12 rooms, 3 baths; sell or rent; reasonable. 'Phone 4235 Schuyler.

Connecticut—For Sale or to Let.

Exceptionally built, new, stucco house; nine rooms; three beautiful baths; grounds 100x149; near Sound; bathing, boating, golf; a superb Winter home; 50 minutes Manhattan; electric train service; price $15,000. Badgley, Jones & Good, 505 5th Av.

Real Estate—Out of City.

Gentleman's country seat and fruit farm in Prince George County, Maryland; 100 acres; 5 miles from Washington on car line; good buildings; $300 per acre. Owner, 2030 North Capital St., Washington, D. C.

Real Estate Wanted.

LOFT BUILDING WANTED.

Have excellent property to exchange for good proposition in loft or office building; business property. Wish to convert my real estate into income. Might add cash. Write particulars as to rent, expense, vacancies. If what I want, will make appointment to inspect. A. Goodenough, 134 North 6th Av., Mount Vernon, N. Y.

Mortgage Loans.

MORTGAGE MONEY.—Firsts, 5%; seconds, 6%. R. M. de Leeuw & Co., 15 Broad St.

Abundance Estates money for mortgage loans, owners only. Trustee, R 400 Times Downtown.

City Houses to Let—Unfurnished.

18 rooms, 5 baths; $3,000; 4-story, 19-foot house; B. P. extension; 127 East 55th St. Herbert A. Sherman, 114 Liberty St.

Brooklyn.

House, $75; two months free; 536 2d St., near 7th Av.; three story, bay windows, basement. ACKERMAN, 187 Greenwich, 643 Carroll.

To Let for Business Purposes.

DESIRABLE SITES.

WATER FRONT LOTS ON EAST RIVER.
VACANT LOTS WELL LOCATED;
LARGE LOFTS—FACING EAST RIVER.
APPLY BROOKMAN ESTATE, 52 EXCHANGE PLACE.

CAFE OR OTHER BUSINESS.

Six-story building, corner Duane and Lafayette Sts., opposite Municipal Building, new Civic Center, &c., to lease for a term of years. Donnelly, 90 Nassau.

Nice, large, light, airy store to let; one flight up; steam heat and hot water supply; long lease if required; rent reasonable to right party. 156 East 34th St.

Grand St., 137-139, (near Broadway).—Store with basement, 25x 80; modern building. $2,000; first loft, light, $1,000.

26 Vesey St.—Exceptionally large, light loft for rent. Apply to Superintendent Evening Post Building, 20 Vesey St.

A.—Desirable store, 113 East 34th; rent $1,800. Folsom Bros., 127 East 34th.

16th St., 5 West.—Skylight studios; rent $30-45. Tel. 3106 Chelsea.

Purchase and Exchange.

I pay the highest cash prices for furniture, bric-a-brac, paintings, rugs, pianos. Myers, 115 University Place, 2226 Stuyvesant.

Highest prices paid furniture, pianos, bric-a-brac, works of art, silver, linens, carpets. Miller, 120 University Place. Stuyvesant 1879.

Absolutely highest prices paid for old sealskin, Persian lamb and other high-grade furs. M. Naftal, 69 West 45th St.

Pianos and Organs.

DIRECT FROM FACTORY, $100.

New pianos, $100; new players, $250. Write for booklets. United Mfrs., 108 West 34th St.

Steinway mahogany upright piano; good order; will sell for $115. 310 West 42d St.

Clothing

Mme. Naftal buys fine evening, street, and dinner costumes, diamonds, jewelry, furs; highest cash value. 69 West 45th. Phone 670 Bryant.

Apartments to Let

Furnished.

West Side.

Two-room apartment, near Columbia University; newly furnished; $65. Answer, Z 290 Times.

Five-room apartment; nicely furnished; near Columbia University. Z 292 Times.

VERY DESIRABLE SINGLE ROOMS, WITH BATH; ALSO CHOICE 2 AND 3 ROOM SUITES AT MOST ATTRACTIVE PRICES.

HOTEL WALLICK,
43D AND BROADWAY.

A.—A.—CATHEDRAL PLAZA.
100 Cathedral Parkway 110th, Columbus Av.
1, 2, AND 3 ROOMS.

Private bath, kitchenette, furnished, $30, $40, $50 up monthly; unfurnished, $28, $30, $40; elevator, hotel service; near "L" and Subway; references; special rates on lease.

VAN DYCK & SEVERN.
Broadway at 72d St.

6, 8, 9 rooms and two baths, newly decorated and furnished; possession immediately. Apply to manager on premises. Telephone Columbus 5547.

FOR SIX MONTHS OR LONGER.

A lady will sublet highly desirable 6-room apartment, possessing modern conveniences, in first-class elevator apartment house; southern exposure. APT. 62, 7 WEST 92D ST.

THE ESTLUNG,
223-224 RIVERSIDE DRIVE, near 95th St.
Richly furnished housekeeping apartments, seven, eight rooms, bath; also unfurnished.

High-class furnished apartments to sublease; 4 months or longer; $75 to $800 per month. Slawson & Hobbs, 162 West 72d St.

For Rent—Furnished 7 rooms, bath, 2 maids' rooms. 127 West 58th.

East Side.

THE HAMPTON, 22 EAST 81ST.—Seclusive, well-managed apartments, 2 to 4 rooms, with bath; furnished or unfurnished; table service optional. Worth investigating.

Apartments Wanted—Furnished

To sublet for four or five months from Nov. 1 furnished housekeeping apartment, six rooms and bath, below 72d St., East Side. Prefer new house with southern exposure. X, 248 Times.

We have applicants for high-class furnished apartments. If yours is for rent, send us full particulars.

Slawson & Hobbs, 162 West 72d St.

WANTED to lease for six months from the 1st of November, furnished housekeeping apartment, with 5 to 7 rooms. S 83 Times Downtown.

For seven, eight months, furnished housekeeping apartments; four, five rooms; bath; Columbia University preferred. C. N., Times Harlem.

Apartments to Let

Unfurnished.

West Side.

111 WEST 43D ST.,
1 and 2 rooms and bath, $35 to $45.
ASHFORTH & CO., 11 EAST 42D ST.

BACHELOR APARTMENTS.
N. E. Cor. Lexington Av. and 34th St.,
2 rooms and bath, $50.
228 LEXINGTON AV.,
2 rooms and bath, $35.
ASHFORTH & CO., 11 EAST 42D ST.

Select Apartments For Particular People. The Yorke Agency will find one for you without cost or trouble.
25 West 42d St., near Fifth Av. Bryant 6899.

THE LINCOLN,
306-310 West 51st St.
Attractive apartment, four and five large, light rooms, bath; elevator, all modern improvements. Alexander Wilson, 489 5th Av.

The Saville, Cathedral Heights, 420 West 118th St. — Six rooms, all improvements; vacuum cleaner, roof chairs, fiction library, public dining room; owner, premises; $55; choicest location of city; one and two suites.

Apartment—Seven rooms, second floor; all modern improvements; opposite Stuyvesant Park; 311 East 17th St. Apply caretaker, 317 East 17th St., or Henry Schumacher's Son, 381 East 8th St.

93d St., 44 West.—Quiet, well-managed house; one apartment to each floor; eight rooms, with private hall and tiled bath; beautifully decorated; perfect light; excellent rear; rent, $60.

57TH ST., 140 WEST.—Three sunny rooms; bath, kitchenette; southwestern exposure; maid service; modern apartment house. Apply on premises, A. B., or Supt.

Apartments of 1, 2, 3 rooms and bath; southeast corner 42d St. and Madison Av., and others. Apply D. R. Jamieson, Superintendent, 500 5th Av.

Riverside Drive.—Fine 7-room and bath apartment, facing Drive, $1,100. Very attractive. THE HUDSON, 227 Riverside Drive, corner 95th St.

FOR LIVING OR LIGHT BUSINESS.

Large two-room floor; electricity; telephone; private; suitable dressmaker, 148 West 82d St.

118th St., 203 West.—Six rooms, $27-$32; newly decorated; all improvements; near Central and Morningside Parks; Subway, L. Janitor.

109th, 245-247 West.—Four rooms; new decorating; steam-heated halls, closets; near Broadway and Riverside Drive; $22. Janitor.

Wadsworth Av., 86-88.—Cheapest rents Washington Heights; all improvements; 5-6 rooms, $28-$42; Broadway Subway to 181st. Janitor.

Beautiful spacious apartment to lease, unfurnished, with or without hotel service. Hotel Chelsea, West 23d St.

High-class apartments of 2 or 3 rooms, with kitchen or kitchenette, 128 West 13th. Telephone Chelsea 6650.

ELEVATOR APTS., $40 AND $60.
4 and 6 rooms; high class. 5 W. 104th St.

Bachelor apartment, 2-3 rooms and bath; room service; $600-$900. 156 West 72d St.

345 WEST 57TH ST.
Light first floor seven-room apartment.

103d St., (corner Broadway.)—Subway station; seven large rooms.

East Side.

BACHELOR APARTMENTS,
124 AND 126 EAST 23D ST.
Before deciding look at these three rooms and bath apartments and studios; steam, hot water; extra large rooms and plenty of closets; rents $360, $420, $480. Apply on premises, or J. C. HAND, 29 West 34th St. Telephone, 3830—Greeley.

REDUCED RENTS—APARTMENTS.
2 & 3 Rooms & Bath, $50 up.
Rent includes chamber service and heat
177 MADISON AV.

29th, 146 East.—Apartments of the highest class, consisting of large living room, with alcove, bedroom, and bathroom; exceptional meal service; $680 per annum.

38 EAST 55TH STREET.—Southwest cor. Madison Av., new apartments, 2 and 3 rooms & bath, $660 to $1,020. Apply on premises or Alvan W. Perry, 20 Nassau St.; phone John 800.

COR. MADISON AV. and 92D ST.—7 rooms and bath; all outside rooms, and conveniences; reasonable rent. 1,292 Madison Av.

Artist's studio apartment, with skylight; north; bedroom and bathroom; $65 per month. 148 East 39th St.

Corner apartment, 8 rooms, two baths; large closets. Vermilye, 84 Gramercy Park.

Storage.

AMERICAN STORAGE CO.—Store your furnitures, $3; moving, $3 vanload; also boxing and shipping at moderate charges; send postal. American Storage Co., 604-608 West 48th. Telephone 2067 Bryant.

For Sale—Miscellaneous.

TYPEWRITER BARGAINS:

No. 10 Remingtons	$55 to $75
No. 4 Underwoods	35 to 70
No. 1 Monarchs	35 to 70
No. 10 Smith Premiers	35 to 70
Royals	30 to 45
Olivers	30 to 45
L. C. Smiths	30 to 45
Other makes	20 to 40

TYPEWRITERS RENTED
4 months for $5 and up.
AMERICAN WRITING MACHINE CO., Inc.
345 Broadway, at Leonard St.
956 Broadway, at 23d St.
50 Nassau St., at Maiden Lane.
Tel. 5408 Franklin.
10 Barclay St. Tel. 6353 Cortlandt.

MIRRORS—MIRRORS—MIRRORS.

All kinds of framed and unframed plate glass tops to cover desks, furniture, &c.; triplicate mirrors for tailors and dressmakers. Phone 7190 Madison Square. NATHAN LYONS, 181 West 31st.

Slightly used desks, office furniture, safes, typewriters, adding machines, multigraphs, filing cabinets, mimeographs, carpets, partitions. Nathan's, 102 Worth.

Desks, partitions, files, vertical card, telephone booths, wardrobes, tables, chairs, business furniture; new; slightly used. Fine Bros., 358 Broadway.

Candy, cigar, stationery store; established trade, traffic neighborhood; rent, $20; sacrifice, $135. 1,657 3d Av. (near 93d St.)

EIGHTY TYPEWRITERS,
Costing $100 each new, now $5 and up; selling out store. 393 Broadway.

Detectives.

Authorized bonded detectives; highest recommendations. H. H. Morton, 110 West 95th St.; telephone.

Lost

LOST.—Saturday, Oct. 11, going from Hotel Belmont, 42d St., to Stern's, after to Broadway, south-bound car to 34th St., to Gimbels, through 32d St. to 5th Av., bus to 42d St.; fine platinum chain with diamond pendant, one sapphire; $50 reward. Cashier, Hotel Belmont, 42d St. and Park Av.

LOST.—On Amsterdam Av. car, going south from 135th St. about 8 P. M. last Wednesday, colored beaded bag containing little money, key numbered 63,535, and seal ring, ruby and diamond set, valued as keepsake; reward. Return Miss Snyder, 502 West 135th St. Phone Morningside 518.

LOST—$1,000 note, made to the order of American-European Fur Co., for four months from date, Oct. 15; signed by American-European Fur Co. and indorsed by same company and by Sam Kheel. Reward for return to American-European Fur Co., 18 Bleecker St.

LOST—Large crown-shaped diamond pin set in platinum; also small gold ring containing three small diamonds. If returned to 3 West 8th St. a liberal reward will be gladly given and no questions asked, or write X 259 Times.

LOST—Sunday, Oct. 12, lady's open-face gold watch, monogram "J. E. W.," with short chain; 42d St., 8th Av., to 55th, to 6th Av.; reward if returned. Mrs. Hudson, care of School No. 2, 418 West 41st St.

LOST—Between 607 West 136th St. and 137th St., downtown Subway station, a lady's small black handbag containing money, Erie 50-trip ticket, &c. Reward if returned to Mawson's, 607 West 136th St.

LOST—From automobile between New York and Woodmere, Oct. 11, hatbox containing black hat, trimmed with aigrettes; milliner, Hortense Gifon; reward. Ashmore, 144 East 56th St.

LOST—Last Tuesday, in rubbish, chamois bag, containing watch and other jewelry; liberal reward. Return 276 McDonough St., Brooklyn.

LOST—Watch, lady's, monogrammed "D. L. G."; lost between 135th and 139th, Riverside Drive, early Sunday morning. Reward. F 6 Times.

LOST—Diamond and sapphire horseshoe pin, at Mr. Peter Rogers's Studio party; liberal reward. Beatrice Allen, 66 West 88th St.

LOST—Gold bracelet, with sapphires, between 41st and 105th Sts., Sunday night; liberal reward. Wright, 4 West 105th.

LOST—Two purses, $11 and change, Manhattan St. Subway, Monday, 6:15 P. M. O'Connell, 616 West 182d.

LOST—Lady's Waltham watch, 71st to 55th St., Oct. 6; reward. 413 West 22nd St.

LOST—Shell hairpin, gold end, 72d to 118th St.; reward. Smith, 527 West 110th St.

LOST—Diamond horseshoe pin. Reward, return 233 Rich Av., Mount Vernon.

Lost and Found, Cats and Dogs.

LOST—Saturday evening, on Riverside Drive, near 88th St., brindle bull terrier, answering name Pete; Licence No. 10,609; reward. Return to 313 West 88th.

$100 REWARD
for Russian Terrier, dark shaggy hair, white marking, no collar; answers to name Dan; lost Aug. 21. H. J. Webster, 169 West 126th St.

Business Opportunities

Artificial Flowermakers!—I want to sell my well-established art flower factory as soon as possible; busy in a year around; plenty good, experienced help in factory and for home work; any one experienced in coloring can make GOOD PROFITS, as he can make money from minute he takes possession of it; low rent for factory and residence. Any other information gladly given. Emil Schulze, 1,209 Dolman St., St. Louis, Mo.

TO LET

For receptions, dances, weddings, lectures, card parties, &c., Barnard Hall, E. 57 Car. Madison Av. and 125th St. Dance floor 50x100. Refreshment rooms, dressing rooms, &c., newly furnished. Booking agent on premises 9 to 11 A. M. daily. Afternoon dancing classes solicited.

For Sale—A successful retail establishment, 59th St. district, (an unusual opportunity on account of owners' illness;) carrying a select stock of ostrich feathers and a sample shoe department; will make equitable terms to responsible party. Address F S., 154 Times Downtown.

Old established drug store, with large modern soda fountain, fixtures, and stock; good location; Huyler's agency; reasons for selling explained; about $6,000 required; cash only. Hudson Wholesale Grocery Co., Hudson, N. Y.

CAFES for sale; three live corner cafes; also one cafe and restaurant. Particulars address owner,

H. F. DREWES,
98 Monticello Av., Jersey City, N. J.

Ladies' and gents' tailoring establishment, good business. Broadway corner, long lease, will sell owing to partnership dissension. Attorney Joseph Levy, 45 Cedar St.

POULTRY PLANT.
$10,000. Cost twice that.
If you mean business write
Dr. C. L. HURD, Lakeville, Conn.

Moving-Picture Theatres, 300 seats and upward; bona fide propositions; details cheerfully submitted. Pitzer & Smith, 32 Union Square and 1,480 Broadway, corner 42d.

Established manufacturing business wanted; one producing article of merit, selling through hardware trade preferred; give full description. X 245 Times.

If you wish to sell or buy any business, call, write or 'phone; success guaranteed. 814 6th Av., corner 46th. Moore.

For Sale—First-class cafe, 281 7th Av., corner 26th St.; good business.

For Sale—First-class cafe, 281 7th Av., corner 26th St.; good business.

Business Notices.

Pawn tickets bought. Gold, Silver, Platinum.
Diamonds, Oriental pearls.
Estates appraised and purchased.
Benjamin Feingold, 469 6th Av., between 28th and 29th Sts.

Established 18 years. Tel. 1254 Madison Sq. Big bargains in unredeemed pledges.

QUICK SERVICE MULTIGRAPH LETTER CO.—100, 65c.; 300, 95c.; 500, $1.25; reduction on short letters. Addressing, $2.50 per 1,000. Efficient and prompt service. 150 Nassau. Phone 4753 Beekman.

PERFECT FAC-SIMILE Typewritten Letters —500, $1.25; 1,000, $1.60; 10,000, $7.45. Addressing; best workmanship; delivered when promised. Harrakon Company, 143 West 40th. 'Phone Bryant 6907.

Multigraphed letters, 300, $1.30; 1,000, $1.75; 10,000, $9; prompt. 'Phone Beekman 5850. G. R. Weatherford, 116 Nassau, Room 1,018.

Multigraph It! Lowest prices. B. Burke, 25 West 42d St. Tel. 3686 Bryant.

Boarders Wanted

East Side.

11TH, 29 EAST, Near 5th Av.—Desirable rooms; running water; excellent table; table guests.

17TH ST., 116 EAST.—Newly furnished large, small rooms; excellent board; table guests; telephone.

21ST ST., 145 EAST. (Gramercy Park).—Double room; steam; excellent table; references; telephone.

34TH, 117-119 EAST.—Large and small rooms with board.

63D, 23-30 EAST.—Second floor large and single rooms; private bath; excellent table.

A.—MADISON AV., 108.—Desirable large, small rooms; superior table; table guests accommodated; telephone.

MADISON AV, 1,037, (at 79th.)—Attractively furnished rooms, single, en suite; private bath; parlor dining; excellent cuisine; table guests; phone.

West Side.

5TH AV., 46.—Attractive parlor; other rooms; excellent board; table guests; references.

7TH AV., 2,047, (122d.)—Clean, steam heated rooms; phone; excellent board; references.

39TH ST., 49-53 WEST.—Furnished, 1-2 room; bath; elevator; excellent board.

44TH, 258-260 WEST, (Alliance Hotel.)—Quiet place for quiet people, with home comforts, in the heart of New York City; single and double rooms; also suites, with private baths; steam heat; elevator, and telephone service; rooms and board optional; references required. Phone 6068 Bryant.

46TH, 309 WEST.—Large room; conveniences; also skylight room; excellent board; reasonable.

49TH, 68 WEST. — Established 25 years; rooms, suites; baths, telephones; superior table.

53D ST., 57 WEST.—Double room, with bath; single room, for business man; references.

54TH ST., 54 WEST.
ROOMS, FIRST-CLASS; REFERENCES.

56TH ST., 62 WEST.—Desirable rooms; first-class table board; references.

57TH, 411 WEST. 102D, 253 WEST, (La Grange.)—Accommodations; cuisine unequaled; board, two, $16; single, $8; table board, $5.

57TH, 325 WEST.—Elegantly furnished front room; second floor; good table; excellent service.

68TH, 56 WEST.—Beautiful room; southern exposure; large, airy; bath adjoining; electric light; handsomely furnished; continuous hot water.

68TH, 67 WEST.—Office for physician or dentist; reception room adjoining; studio; also large and small rooms. Phone.

68TH, 74 WEST.—Desirable double, single rooms; private bath; Southerners accommodated; reasonable.

68TH, 58 WEST.—Homelike place for rooms and board; home cooking; every convenience; moderate rate. 'Phone 6385 Columbia.

69TH, 139 WEST.—First-class table board; convenient Subway express, elevated trains.

72D ST., 157 WEST.—Handsomely furnished room; southern exposure; well appointed house; references.

Boarders Wanted

West Side.

72D, 268 WEST.—Large room; private bath; suitable two, three; French cuisine; table board.

73D ST., 136 WEST.—Single rooms; quiet, refined surroundings; table guests accommodated; references.

74TH, 102 WEST.—Rooms, southern exposure; private baths; electricity, steam; private telephones.

74TH, 131 WEST.—19th year; sunny rooms; baths; excellent table; references.

75TH ST., 155 WEST.
EXCEPTIONAL TABLE BOARD.
SUITES, WITH BATH.
SINGLE ROOMS.

76TH ST., 111 WEST.—Large, well-furnished room; small room; excellent table; table guests accommodated.

76TH ST., 243 WEST.—Desirable rooms; one with private bath; references. Schuyler 7597.

76TH, 127, 129 WEST.—Single, double rooms; home cooking; reasonable; table guests.

78TH, 121 WEST.—Sunny, large, and medium connecting rooms; baths; gentlemen; reasonable.

78TH, 156 WEST.—Nicely furnished large and small rooms with excellent board; private bath; telephone; references.

78TH, 208 WEST.—Large double rooms, with board; suitable gentlemen or couple; excellent table; transients.

79TH ST., 114 AND 122 WEST.
Norece Hall and The Bonheur, residential hotels; attractive, homelike, unusual; Southern cooking; white maid service; steam heat; telephone in every room. Booklet on request.

81ST ST., 151 WEST.—Handsomely furnished second floor and dressing rooms, with private bath; also other large rooms; will also rent back parlor with private bath, with use of elegantly furnished drawing room; excellent home cooking; best service; references.

82D ST., 52 WEST.—Attractive rooms, with board; private baths; reasonable. Schuyler 8397.

82D, 55 WEST.—Large, handsome, southern second floor front; private bath; hall room.

83D, 11 WEST.—Comfortably furnished large, small rooms; private baths; home cooking.

85TH, 125 WEST.—Attractive, large, sunny room; one smaller room; references.

86TH ST., 23 WEST.—Elegantly appointed front sunny rooms; bath; exclusive cuisine; private.

90TH ST., 16 WEST.—First floor front room; gentlemen, couples; table guests. Hellman.

91ST ST., 50 WEST.—Beautiful second floor rooms; private bath; parlor dining; references.

92D, 60 WEST.—Large room with board.

93D ST., 29-31 WEST.—Large front rooms, newly decorated; parlor dining; all conveniences; near park, 93d "L" station.

94TH, 16 WEST.—Newly furnished large, small rooms. Telephone 7442 Riverside. References.

94TH, 147 WEST.—Homelike house; electricity; private bath optional; exceptional table.

95TH, 62 WEST.—Large, small rooms; with board; parlor dining; table guests; "L," Subway.

95TH, 161 WEST.—Attractive large rooms; gentlemen; business women; excellent table; reasonable.

103D ST., (Corner West End, 379,) near Riverside Drive; Subway. — Delightful rooms; conveniences; splendid meals and service; moderate rates.

104TH ST., 61 WEST.—Comfortable, homelike surroundings; $6 up; all transportation convenient; references.

105TH ST., 254 WEST.—Private residence; suite; twin beds; connecting bath; between Broadway and West End Av.; Subway; references exchanged.

110TH ST., 141 WEST, (Apt. 5, West.)—Exceptional accommodations for refined couple and one gentleman; comfortable apartment; accessible location; references.

118TH ST., 611 WEST.—Private family, near Drive; two handsomely furnished rooms; $25 and $15. Apt. 61.

113TH, 625 WEST.—Large, front, southern rooms; all conveniences; good table; references.

113TH ST., 544 WEST.—Sunny, double room, with board; home cooking; table guests.

121ST, 148 WEST.—Handsome large room; every convenience; refined location; American family.

122D, 156 WEST.—Elegant double rooms; excellent table; references; American; table guests

140TH, 453 WEST.—Attractive rooms, private baths; electricity; exceptional board. Audubon 7217.

149TH ST., 544 WEST, near B'way Subway, nicest, healthiest section. "The Audubon." Only vacancies: Large, bright room, $18, another $15, two; smaller room, $8; parlor dining rooms; every comfort. Tel. 2737 Audubon.

155TH ST., (888 St. Nicholas Av.)—Large, light, heated rooms; excellent table.

826 WEST END AV.
ONE AND TWO ROOM SUITES WITH BATH.
NEWLY DECORATED.
SUPERIOR TABLE.

Charming Permanent Home,
Away from city dust and noise,
yet within 20 minutes from Manhattan;
grand location, overlooking city, country, sea;
cool in Summer, warm in Winter.
"THE EVELYN LODGE."
Lovely, sunny rooms, suites, all outside, beautifully furnished, magnificent dining room, excellent chef and service; separate tables, everything sweet and clean, very attractive.
Single, from $9; two, from $17, with meals.
Take boat at Battery; fare 5 cents.
71 Central Ave., Tompkinsville, S. I.

MORNINGSIDE DRIVE, 106.—Apartment 74; two nicely furnished outside rooms, for girls only; excellent table board; optional. Telephone 8518 Morningside.

RIVERSIDE DRIVE, 867.—Private house, overlooking Hudson; exquisitely furnished, large room; private bath; steam; excellent table; roof garden.

THE WOODBURY,
Riverside Drive, 855, two blocks north 157th Subway; country house; wonderful grounds.

Brooklyn.

FLATBUSH, (321 Westminster Road.)—Finest section; board and table board; nicely furnished rooms; rates reasonable; convenient all cars.

Board Wanted

GENTLEMAN wishes board in first-class boarding house or private family; West Side, around 98th; references exchanged. E 176 Times.

REFINED GENTLEMAN wishes room and two meals with private family, West Side, 60th-90th Sts. E 171 Times.

Country Board.

New Jersey.

ROSEVILLE AV.; 30 minutes from New York; near East Orange; attractive double rooms, with board; small private family; references. Address Select Box F 1 Times.

Furnished Rooms

East Side.

16TH ST., 206 EAST.—Neatly furnished, airy, light, clean rooms; steam heated; refined family; all conveniences; telephone; references required.

28TH ST., 109 EAST.—Appreciative business men; quiet home; private baths; Subway; telephone.

43D ST., 16 EAST.—Comfortable room, with or without bath; suitable for one or two gentlemen.

45TH ST., 19 EAST.—Furnished, medium size room, bath; $4.50; others; gentlemen only.

45TH, 25 EAST.—Room, with or without private bath; gentleman; references.

55TH, 88 EAST.—Excellent rooms; running water; southern exposure; bath, phone; references.

60TH, 110 EAST.—Two large rooms, nicely furnished; every convenience; references.

LEXINGTON AV., 586, (524.)—Homelike rooms; back parlor; breakfast; telephone; references; select.

West Side.

8TH, 26 WEST.—Gentlemen; very large studio, double room, adjoining bath; famous private residence. Telephone Spring 3644.

9TH ST., 17 WEST.—Private residence; two charming rooms for gentlemen; conveniences; electricity, telephone; references.

46TH, 28 WEST.—Bachelor apartments; private bath; also small rooms; nicely furnished.

55TH, 361 WEST.—Cheerful rooms; suitable one, two; hot water constantly; telephone.

56TH ST., 64 WEST.—Doctor's office, suite, bedroom if desired, in physician's house; all conveniences. Telephone Plaza 442.

56TH ST, 55 WEST.—Large room; gentlemen only; references.

57TH, 328 WEST. — Large, medium-sized rooms; modern improvements; Subway, L; references.

58TH ST., 334 WEST.—Large rooms, with private bath; southern exposure; continuous hot water; smaller rooms; $3.50, $5; telephone.

58TH, 21-23 WEST.—Handsome suites, single, double rooms; furnished or unfurnished; $20 to $75 monthly; excellent location.

58TH ST., 17 WEST.—Exceptionally desirable rooms, suites; private baths; board optional; references essential. Bailey.

Furnished Rooms

West Side.

58TH ST., 329 WEST.—Select, large and small rooms; conveniences; telephone; Subway, elevated; reasonable.

68TH, 22 WEST.—Elegantly kept rooms, single, double; private baths; $15-$30 monthly; meals.

69TH ST., 145 WEST.—Neatly furnished, immaculately clean, large, light rooms; homelike atmosphere; all conveniences; near Subway; telephone; gentlemen. Manning.

69TH, 65 WEST.—Large and small rooms; private bath; well-kept house.

70TH, 128 WEST.—Two desirable rooms; bath adjoining; references exchanged.

70TH, 134 WEST.—Large, beautiful room, private bath; also medium; conveniences; references.

70TH ST., 138 WEST.—Attractive room; private bath; steam heat; private house; gentleman.

70TH, 262 WEST.—Large front room; also small room; every convenience.

71ST, 151 WEST.—Furnished rooms; large and small; southern exposure; telephone; reference.

71ST, 165 WEST, (off Broadway.)—Immaculately clean rooms; continuous hot water; cozy house for refined business people; telephone.

71ST, 282 WEST.—Newly furnished rooms, with running water; couple or gentlemen; telephone.

71ST, 350 WEST.—Large front room; elevator apartment. Phone Columbus 1751. Sly.

73D ST., 179 WEST.
Physician's office; exceptional location; also other large, elegantly appointed, sunny rooms. Telephone 3760 Columbus.

72D, 128 WEST.—Strictly private family will rent room, select bachelors only; furnished rooms to suit; "L," Subway.

73D ST., 103 WEST.—Beautiful, large, medium rooms; gentlemen; telephone; reference.

75TH, 116 WEST. — Choice rooms; private house; electricity; hot water heating; references.

76TH, 125 WEST. — Handsomely furnished rooms; refined neighborhood; breakfast optional; telephone; references.

76TH, 110 WEST.—Handsomely furnished, unfurnished suite; private house; electricity; gentlemen; references.

76TH ST., 303 WEST.—Beautiful large and small rooms; electricity; owner's private house; gentleman.

77TH ST., 109 WEST.
Moderate, high-class kitchenette suite; rooms, separate, connecting; near Subway.

77TH ST., 160 WEST.—Large room, adjoining bath; twin beds; medium room; gentlemen.

77TH, 64 WEST. (Opposite Museum.)—Exceptionally attractive, sunny rooms; modern; references. Dutton.

77TH ST., 102 WEST.—Medium rooms; also smaller; bath; southern exposure; private house.

77TH ST., 150 WEST.—Large and small room, with private bath and shower.

78TH, 121 WEST.—Sunny, large and medium connecting rooms; baths; gentlemen; reasonable.

78TH, 212 WEST.—Private house; large, small rooms; running water; gentlemen only.

78TH ST., 114 WEST.—Attractive second floor suite; also southern exposed single rooms.

79TH, 213 WEST.—Two beautiful connecting rooms; private bath; single, en suite; Subway.

79TH, 139 WEST. — Handsomely furnished rooms; private house; references.

80TH, 104 WEST.—Delightful, sunny room; running water, heat, electricity; telephone; reasonable.

81ST ST., 118 WEST.—Elegant rooms, large, small; couple or gentlemen; Subway, "L."

81ST, 265 WEST.—Large, well-furnished, sunny rooms, $6.00, $10.00; convenient to subway and elevator; gentlemen preferred. References, V. & R.

82D ST., 170 WEST.—Rooms for business men; doctor's house; all conveniences; one block from elevated station. Telephone Schuyler 8409.

82D ST., 140 WEST.—Furnished rooms, large, small; reasonable; private house; telephone; references.

82D, 146 WEST.—Sunny rooms in modern elevator apartment; every convenience. Haskins.

82D, 134 WEST.—Spacious, south room, 2d floor; private bath; twin beds.

84TH, 45 WEST.—Desirable, large room, with bath, in private house; telephone.

84TH, 161 WEST.—Sitting room and bedroom; improvements; also single room. Elder.

85TH, 190 WEST.—Attractive rooms, "L" and Subway; telephone; private house.

86TH, 241 WEST.—Handsomely furnished large second floor rooms; private bath; exclusive neighborhood; near Riverside Drive, Subway, elevated.

86TH, (537 West End Av.)—Attractive rooms; Subway, "L"; breakfast optional; references.

89TH ST., 320 WEST.—Beautiful, airy rooms; steam heat; electric light; private house. Phone 6819 River.

92D, 42 WEST.—Neat, new furniture; sunny rooms; Subway; telephone; steam heat; gentleman.

92D, 55 WEST.—Well-furnished single and double rooms; all conveniences; private house; convenient to all car lines.

94TH ST., 34 WEST.—Large, desirable room; private bathroom; refined surroundings; owner

MITCHEL JEERS IDEA OF M'CALL ECONOMY

Foley Economy, Murphy Economy, He Says, at Expense of Schools and Hospitals.

MORE FAT FOR CONTRACTS

Compares Tammany Extravagance with Fusion in City Departments—Things He Learned Accounting.

John Purroy Mitchel made merry yesterday at the idea of Edward E. McCall as the representative of Tammany preaching economy of administration. He drew on information of organization methods he had gleaned as a Commissioner of Accounts, and contrasted it with the record made by the Fusion Board of Estimate, and he scoffed at the idea of Tammany officials accomplishing the city's work as cheaply as the retiring board. If they were to spend less, it could only be because they would accomplish less, he said.

"Think of it!" said Mr. Mitchel. "Tammany preaching economy! Tom Foley for economy! Murphy for economy! Johnny Ahearn for economy! Haffen for economy! All the contractor horde that fattened at the public trough before 1910, and some of whom have since grown hungry—all for economy! Economy, but economy at the expense of the things you want and need; at the expense of schools and hospitals, parks, playgrounds, baths, milk stations, health protection, in order that there may be the more left for good pickings in fat contracts."

Then Mr. Mitchel quoted Mr. McCall's accusation of extravagance in the present city administration, and asked:

"Where is that extravagance? Is it extravagance to do as Mr. McAneny has done—cut down the expenditures of the office of the President of the Borough of Manhattan far below the cost of that department under Mr. McCall's friend and co-worker for economy, John F. Ahearn, removed from office for waste and incompetence? Tails, despite the fact that the business of the borough has grown enormously, and despite the fact that twice or three times the work is done under Mr. McAneny for less money than was done under Ahearn.

Then Mr. Mitchel pointed out that the budget increase in the departments under the control of the Mayor from 1909 to 1913 was 27 per cent., while the actual budget decrease in the departments controlled by the four Borough Presidents was 4 per cent. Where, then, Mr. Mitchel, asked, did Mr. McCall hope to economize? Would he be more successful than Mayor Gaynor?

"The only economy that Tammany Hall has ever practiced," Mr. Mitchel went on, "is economy which keeps contractors satisfied, keeps political loafers satisfied, keep the grafting fraternity satisfied, but stops health work, hampers school work, neglects streets, chokes off playgrounds and park development, and brings the city to stagnation. Will Mr. McCall improve upon this?

"Across from Tammany Hall there used to operate the Metropolitan Equipment and Supply Company. This concern, the dummy of politicians, received orders from Tammany Hall departments for supplies. It bought the supplies from merchants from whom the city should have bought them, and added from 50 to 600 per cent. for its services. This was the Tammany method. It stopped it when I was Commissioner of Accounts, and when President McAneny came into office he gave the city's business to honest business men and took it away from politicians. Is that the kind of economy that McCall favors? No Tammany office holder has ever practiced it.

"Until McCall specifies the economies that he proposes to make, the voter has a right to interpret his pre-election promises in the light of the past after-election performances of his Tammany associates.

"The lengths to which Murphy, Foley, et al., are willing to go to abet their man in the interests of Tammany economy are evidenced by the operations of Abe Coakley, ex-convict and alleged bank burglar, and now would-be fraudulent voter. These are the tools that Tammany uses to give New York its brand of economy.

"The day Mr. McCall was nominated Tom Foley said: 'McCall is one of us. He is my gladiator. We'll all get out and work for him.'

"Who are the boys? Those that work in the factories, or on the highways in this city; those that own the small shops and conduct the business of New York? Not much. The famous nine—the Delmonico directorate who nominated McCall—they are the boys! Haffen and Ahearn are among the boys. The owner of the Metropolitan Equipment and Supply Company was one of the boys. Abe Coakley, perhaps, can now class as one of them. These are the boys of whom McCall is one. He is their gladiator."

In another statement Mr. Mitchel replied yesterday to attacks which Congressman Fitzgerald of Brooklyn made on him in the House of Representatives. He began by saying that he was one of the eight who, in the words of the late Mayor Gaynor, "cast lots on the garments of the city" at Delmonico's, when Mr. McCall was selected as the Tammany candidate, and Mr. Mitchel added that Fitzgerald was "nothing more nor less than McCooey's rubber stamp."

Mr. Mitchel told the story of the Frankenstein machine, which lacked nothing of a man but the soul and became the tyrant over its creator. "Tammany Hall is the Frankenstein of the Democratic Party in New York," said he. "And so successfully has it performed the mechanical duties for which it was created that it has become the master of the Democratic Party in New York. And Mr. Murphy's man in Washington has now the effrontery to ask us to believe that this monster, this modern Frankenstein of such devilish ingenuity, is the Democratic Party."

Mr. Mitchel denied that Mr. Fitzgerald represented at Washington anything except Tammany, and commented:

"What the Democrats of the nation think of Tammany Hall as representative of genuine Democracy, and the amount of respect in which that piratical organization is held throughout this country by true Democrats was well demonstrated at Baltimore a year ago last June."

M'CALL ASSAILS RALPH PULITZER

Tammany's Mayoralty Candidate Makes Bitter Attack on Opposing Newspapers.

PLANS TO ANSWER MITCHEL

Will Take Up Fusion Candidate's Economy Challenge—Not to Give Up His Office.

Edward E. McCall, the Tammany candidate for Mayor, made an attack yesterday upon certain newspapers which are not supporting him. Mr. McCall mentioned particularly The New York World and The New York Tribune. The former newspaper, Mr. McCall said, was a menace to the community, and he added that he intended to do everything in his power, whether he was elected or not, to curb what he called the dangerous license of the press.

"I am going to try to arouse sentiment against that cub Pulitzer in this community," said Mr. McCall, "and I think the time is ripe for it. If I am elected Mayor I will use every ounce of power in me, officially and personally, to drive that cub from his present attitude of attacking and reviling public men. I have got his record in Harvard at my fingers' ends. I suppose he will try to open the doors of the jail on me as he did on Gaynor, but he'll find that I will go further than Gaynor did.

"I'll teach that cub that the time has come to stop his personal abuse of public men. I'll make it my business to try to stop this degradation of journalism. Decent journalism and fair fighting are all right, but I intend to appeal to the citizens of this city to drive at this assassin of character and put him out of business."

"Can you do it in three weeks, Judge?" some one asked.

"No," said Mr. McCall, "it may take longer than that, but I will not stop trying this side of the grave."

When Mr. McCall was asked if he put any other newspapers in the same category with The World, he replied:

"Yes, there are other newspapers of the same stripe, although they haven't attacked me personally. There is The Tribune for instance. I don't allow either to cross the threshold of my house."

"Do you get them at your office?" Mr. McCall was asked.

"I only see the World when it is thrust upon me," replied the Tammany candidate, "and then I get a bottle of disinfectant to pour over it."

After telling about the various attacks the newspapers in question had made upon him and of the cartoons picturing him with a ball and chain tied to his feet, Mr. McCall went on:

"The trouble with the newspapers of this kind is that they seek to put men in office who will do what they want. If this is to go on, decent men will not take office and men without ability will be placed in positions of power who will take orders from men like this Pulitzer. As for myself, I would rather have the opposition of the World than its help. You never find these papers supporting the decent men in the community."

"How about President Wilson?" asked the representative of The World.

"Did The World support President Wilson? That's information. I didn't know that. I guess I'll have to get the President a bottle of cologne to use."

"I feel bitter at the cowardly way in which this newspaper has treated me, and I am going to fight this cub so long as I have life in me," went on Mr. McCall. "I am only a poor, weak man, with only my hands and my voice to fight with, while it is a powerful newspaper, but I am going to keep on fighting it, and I am going to try to enlist the sentiment of the community against it. One of its cowardly methods is to strike at some one else over my head. That's the cowardly part of it. I know nothing more cowardly than a cowardly editor who hides behind his sanctum."

Mr. McCall referred to several attacks The World had made upon him, and he added:

"They know very well that neither Murphy nor any one else could dictate what I would do, and yet it said that I was not my own boss."

Determines Not to Resign.

Mr. McCall was asked if he intended to resign as Chairman of the Public Service Commission.

"I think not," he replied with a smile.

"You said a few days ago that you had not made up your mind about it," he was reminded.

"Yes, I know I said so," was the reply, "but my mind is now quite made up. I am not going to resign."

The Tammany candidate was asked if he had any comment to make upon Mr. Mitchel's statement ridiculing the idea that Tammany stood for economy.

"At the proper time I will answer the economy part of Mr. Mitchel's statement," said Mr. McCall.

"I will only say this now—that I wouldn't have sanctioned the purchase of a water shed railroad for $1,000,000, when it could have been purchased for $400,000, as Mr. Mitchel did."

Mr. McCall went on to explain that Mr. Mitchel was appointed a committee of one to negotiate for the purchase of a spur of the Ulster & Delaware Railroad, which ran through the Ashokan Valley, and that he sanctioned the city's paying $1,000,000 for the railroad's right of way, and agreed that the city should give it a new right of way.

"I wouldn't have sanctioned such a proposition if I were Mayor," said Mr. McCall, "and that's one way I would have economized. And if I were Mayor I wouldn't sanction the purchase of Rockaway Beach Park, especially in the present financial condition of the city. I think also that I would be very prone to ask some questions about Dreamland."

Mr. McCall is preparing to make several speeches this week. To-night he will speak in the Bronx, at Niblo's Casino; in South Brooklyn, at Prospect Hall, and in East New York, in Congress Hall. On Wednesday night he will speak at the Graduates' Club, in the Fifth Avenue Building, and on Wednesday noon at Columbia University.

Syrians Promise Support.

Among the delegations which called at the McCall headquarters at the Hotel Martinique yesterday was one from the Syrian-American Club. K. El-Aswad, the club's President, told Mr. McCall that the 1,800 Syrians of the city intended to vote for him.

Three bureaus for the distribution of McCall literature were opened during the day, one on Broadway, at Thirty-first Street; one on Forty-second Street, between Broadway and Sixth Avenue, and one at the Broadway Theatre Building. The bureaus will be open every day from 9 A. M. until midnight.

At a meeting of the Motion Picture Exhibitors Association of the city, held yesterday at 136 Third Avenue, resolutions were adopted indorsing the Tammany ticket. The resolutions read:

"Our business necessitates our utmost assistance in electing a Mayor who is not and never has been opposed to the working class, but has dealt fairly toward all and whose character has always been bove reproach."

FUSION OUTLOOK SERIOUS.

Progressives Disregard Mitchel's Plea and Stick to Their Candidates.

With only two days left in which any candidate nominated for office can decline legally to have his name printed on the ballots, there was no sign yesterday of any change in the Fusion Aldermanic situation. The candidates nominated by the Progressives to run in those districts where any split in the anti-Tammany vote is almost certain to result in the return of the Tammany nominee, still kept their names on the ticket, and at Fusion headquarters it was admitted that the situation was very serious.

Mr. Mitchel has set forth his views on the question in a statement, but he has not been able to see Francis W. Bird, the Progressive County leader. Asked about it yesterday he said that Mr. Bird had been out of town since Friday, so he had not been able to have a talk with him. He did, however, see yesterday, Joseph Savage, the Progressive leader in the Twenty-third Aldermanic District, where especial regret is felt for the disaster which is likely to overtake Alderman Cnrran, but no progress was made toward arriving at a settlement of the difficulty.

In the Thirty-first Assembly District, where the Republicans have refused to indorse Michael Schaap, the Progressive candidate for the Assembly, a meeting has been arranged by the Progressives for to-morrow night in support of Mr. Schaap and William E. Chorash, nominee for Alderman. The speakers will be Bainbridge Colby, William H. Hotchkiss, Senator Clapp of Minnesota, and Congressman Walter M. Chandler of New York.

Newsdealers to Protest to the Mayor

The New York Newsdealers and Stationers' Protective and Benevolent Association, at a regular meeeting held last Sunday, resolved to contribute $25 to the Mayor Gaynor Monument fund, and to march in a body to the City Hall next Monday to protest against the vetoing by Mayor Kline of the newsstand ordinance which was drawn up at the suggestion of the late Mayor Gaynor.

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LAST TWO WEEKS.

Eves., 8 Sharp. Mats To-m'w & Sat., 2 Sharp.

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To-night, "Much Ado About Nothing"; Wed.Mat., "If I Were King"; Wed. Eve., "Twelfth Night"; Thurs. & Fri. Evgs & Sat. Mat., "As You Like It"; Sat. Night, "Hamlet." Prices—50c., 75c., $1, $1.50.

48th ST. THEA. Evgs. 8:15. | Mats. Thursday & Saturday, 2:15.

TO-DAY | By GEORGE BROADHURST & ABRAHAM S. SCHOMER.

39TH STREET THEATRE.

Evgs. 8:20. Mats. Wed. & Sat., 2:20. AT BAY Mat. To-m'w. Best Seats $1.50.

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FIVE ONE-ACT PLAYS | "The Bride." "The Black Mask." "Feilce." "En Deshabille," "A Pair of White Gloves."

LYRIC Evs. 8:30. Mat. To-morrow, $1. LAST WEEK

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Beginning Wed., Oct. 22. (Seats Thurs.)

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By Rida Johnson Young and Christy Mathewson.

Playhouse 48th E of B'way. Evs. 8:20. $1.50 Matinee To-mor'w 2:20.

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CASINO Evs. 8:10. | $1.50 Matinee To-morrow, 2:10

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JOHN BARRYMORE and MARY YOUNG.

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WEST END Evs. 8:15. | Matinees To-morrow & Saturday, 2:15.

BOUGHT AND PAID FOR

Cort 48th St., E. of B'way. Tel. Bryant 46 Evs. 8:20. Mats. To-m'w & Sat., 2:20. | Laurette Taylor "PEG O' MY HEART."

Royal 1 block from 149th St. & 3rd Av. Evs. 25c. to $1. Mats.-To-m'w, Friday & Sat. | LITTLE WOMEN

NEW YORK'S LEADING THEATRES.

EMPIRE B'way, 40th St. Evs. at 8:10. Mats. To-morrow & Sat., 2:10.

LAST 2 WEEKS JOHN DREW

J. M. BARRIE'S | & C.Haddon Chambers' The

THE WILL | Tyranny of Tears

Oct. 27—ETHEL BARRYMORE in TANTE.

GLOBE B'way & 46th St. Eve. 8:15. Mats. to-morrow Pop. and Sat., 2:15.

TO-NIGHT—Added Attraction

First time, J. M. BARRIE'S New Skit,

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Richard Carle—Hattie Williams

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OCT. 27—JOHN MASON in INDIAN SUMMER.

Garrick 35th St., nr. B'way. Evs. 8:15. Mats. To-morrow (Pop.) & Sat.

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"Would make a Sphinx laugh."—American.

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CHRISTIE MACDONALD in Victor Herbert's masterpiece SWEETHEARTS

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A New Music Play with MIZZI HAJOS.

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Most Novel Play in Years.

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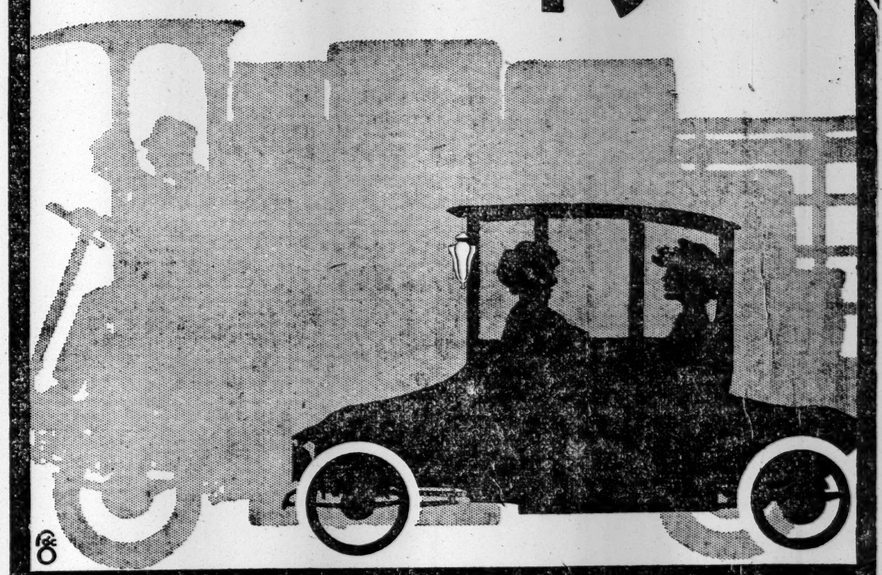

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